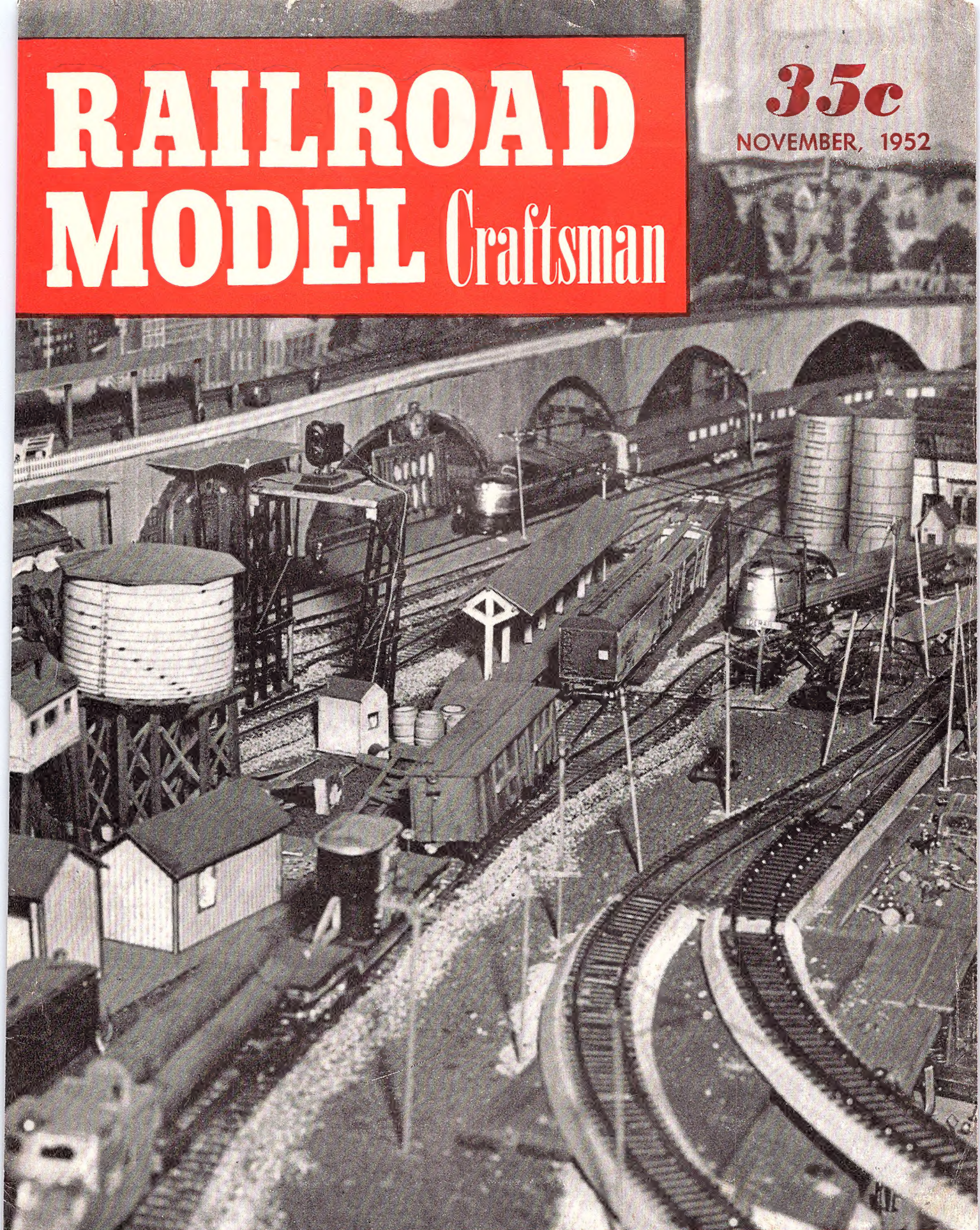
RAILROAD MODEL Craftsman

35c

NOVEMBER, 1952



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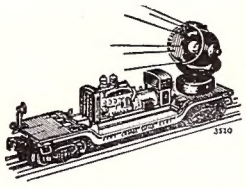

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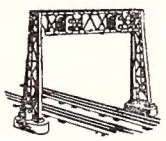

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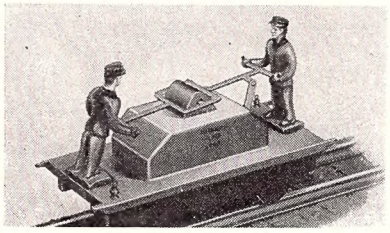

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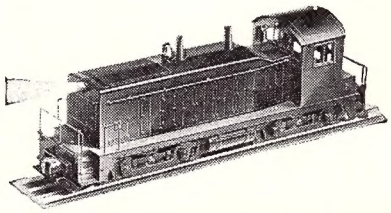

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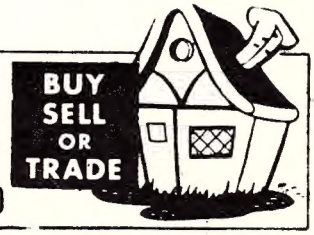

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Vol. 21, No. 6 NOVEMBER, 1952

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O GAUGE FREIGHT CARS Blueprint Supplement

THIS MONTH'S COVER: A close-up of Howard P. Weaver's HO gauge pike. For a complete picture story of this road, together with a sketch of the trackwork, see page 23.

R.M.C. FEATURE #7

Compiling a magazine each month is an endless task which involves much more than meets the eye of the casual reader. It's the Editor's responsibility to analyze scores of manuscripts, plans and photographs in an effort to select the best. And "The Best" depends upon you, Mr. Average Reader. Every article is judged upon the anticipated reader interest. This reader interest is determined primarily from letters, but also from visits to dealers, local clubs, individual hobbyists, conventions and manufacturers. Mingled with these varied opinions, each month we pick up many rumors, modeling kinks, new product information and the like, which we will pass on to you as "Feature #7," The Dispatcher's Report.

Starting this month, on page 32, you'll find the first of this new feature. We hope you'll enjoy this chatty column as it reflects the ideas of many, many ardent model enthusiasts. Look the Dispatcher's Report over carefully and if you have any tips that might be included, please send them to my attention.

This feature, combined with the Blueprint supplement, Frank Ellison's series, Fotoplans, A Free Swappers Column, The Teenagers Roundhouse and the Modelers Sketchbook, is part of RMC's program to supply you with the most important model railroad information. We'd like to know your opinions of these features as well as the regular construction projects brought to you each month, so that we can supply you with an endless parade of valuable reference data.
—*Charles A. Penn*

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If you want everything in a Switcher—including the Tender—Here it is. The Shifter has gained continuously in popularity with model railroaders everywhere since it was introduced in June 1950—Sturdy and dependable—ready for any hauling job on your line. It is designed to give lasting service. All die cast construction—5-pole, 12 volt Motor—Nylon Worm & Gear—Nylon Tender Truck Wheels one side for insulation. The Shifter is right up-to-date with ALL the quality features that make MANTUA Locomotives famous. Mantua (patented) Automatic Couplers are included in the kit.

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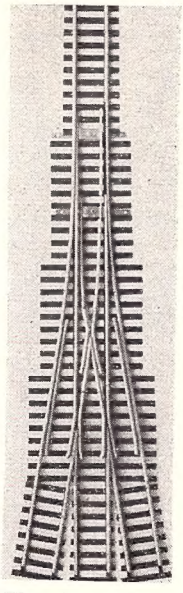

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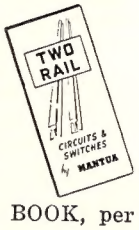

For the beginner and the experienced railroader. The Two Rail Booklet gives you all the answers and saves many an hour and many a headache in wiring your layout. Every problem explained in detail with nineteen drawings and wiring diagrams of everything from Switches to Crossovers. Keep it handy for reference. 2-RAIL BOOK, per copy 25¢.
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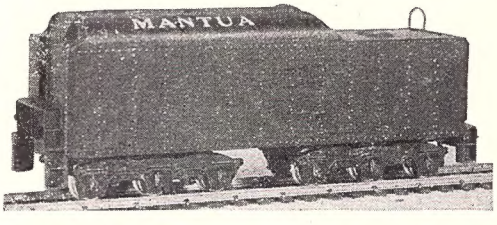

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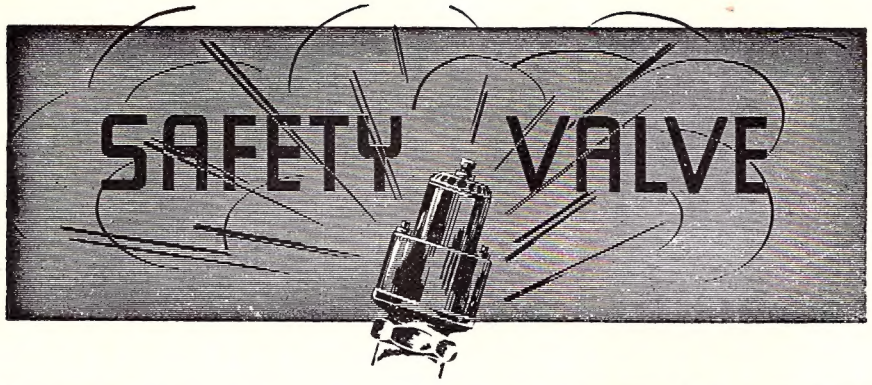
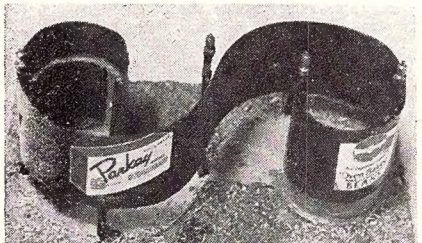


From Across the Seas

You probably did not expect your last call for the model building contest to be answered from overseas, but by the time it dropped in I was busy with building. And now I send you my entrants in the contest, but as I am too poor to have a camera and even cannot afford to have them photographed. I send the models themselves. Hoping you don't take me evil! They consist of four different little buildings which could not be missed on any yard, station or town in our country. I don't know whether you know them in the States or not, for with you there's lots of room, but Holland is so crowded with people! In the box I sent you, you'll find four kinds of so called "curls" (the striking name they've got here). Two of them, A & B are meant for category #1, one of the double type (illustrated) and a "one man lonely." The other two, C & D, are for category #2 with scenic surroundings. "C" would be found somewhere on a goodsyard and "D" representing a highway corner (shown with contest winners. —Ed.)

The curls are all of tincan iron and some copperwire and cardboard. They are just one evening project! The scenery was made of scraps of wood and paper and metal. The models are somewhat freelanced as it is no pleasure to go out with a ruler to take some measurements! I don't like people to laugh at me! I did not paint them too carefully, as the prototypes are not like that too. If one of my



models comes for a prize, you can photograph it for printing I hope. I hope you will pass my models to four model railroaders who like them for their pike, or you must like to keep one! If the new owners send me some of their model railroad literature they don't care for, I should be very glad, but they must not feel obliged as I like the idea making a little present to someone I don't even know.

And now something badly occurs to me, for by examining the weight of my entrance I discover that I cannot send it by airmail as this would cost about 70 guilders postage (a 2½ day payment) so I have to send it by sea mail so it's traveling some longer than this letter. I hope that even if it arrives after June 30, you will accept it, considering that I always get my RMC magazine some later as the folks in U.S.A. Hoping the best of it, I remain . . .—*J. V. Heyningen Frans Halsstraat 106, Zaandam, Holland*

(Ed's Note: The models sent in by Frans have already received an Honorable Mention Award and can be seen at the RMC offices. They are truly original models and well worth a spot on any stateside layout. Anyone interested in an exchange, as suggested by Frans, may contact him at the address above. The deluxe "Hiway corner" unit is now in place on Ye Eds layout so three are still available.)

We Slaughtered His Name Or Why Editors Get Ulcers

It was indeed a fine surprise to see my Slaughter House photos in your August issue but I was a little disappointed because you haven't printed my name in the proper way. My full name is "Jose Miguel Cruz Tous," not "Jose Tous." Believe it or not, I had a lot of trouble telling some friend the "Jose Tous" you mentioned was really myself. My last name is Cruz and "Tous" is my mother's name. According to Cuban's custom, father's name goes before mother's name, and you precisely omitted my real last name. You also failed to mention the name of T. O. Rodriguez who took the photographs.

—*Jose Miguel Cruz Tous*

Progress in Rerailers

That was quite an article you wrote about your method of putting cars on the rails. This is 1952 you know, progress is being made. The old automobile used to be cranked by hand to get it started. Now an automatic starter is used. I have many fine cars, including a Clearance Car. How would you get the Clearance Car truck on the feeler end on the tracks by your "grasp, feel and pinch" method? There is a neat little rerailer put out by Leep Enterprisers, P.O. Box 342, Elmira, N.Y., that sells for only 50¢ and I wouldn't be without a couple around my HO layout which covers 15,000 scale feet of track. Even the most stubborn equalized trucks are set on the rails in nothing flat. No feeling around with your fingers while trying to hold the car with the same hand.

—*E. G. Lescault*

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Contains 4 Taps, 4 Dies (Sizes: 00-90, 0-80, 1-72, 2-56), 1 new E-Z Tap & Die Holder with 4 bushings, 1 set-screw wrench, 1 cloth-covered metal case with spring hinge cover.

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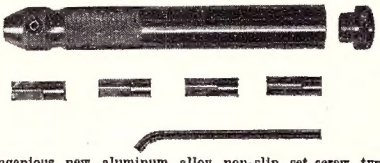

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MODERN RADIO CONTROL TOWER

Usually you'll find this up-to-the-minute radio control tower in modern yards or in hump yards where intercommunication systems and radio equipped switchers are used. The model is fully equipped and detailed.

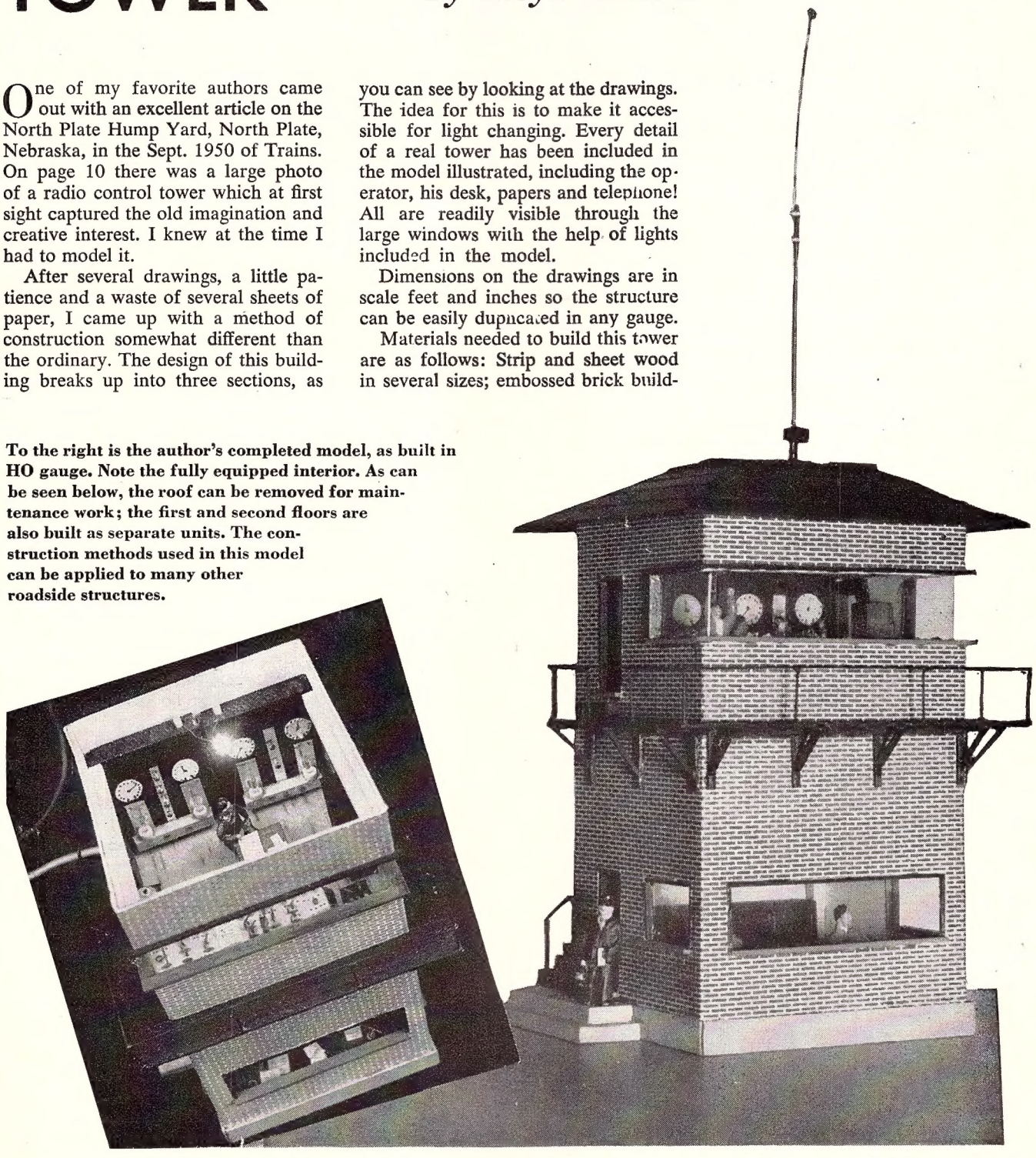
By Lloyd Giebner

One of my favorite authors came out with an excellent article on the North Plate Hump Yard, North Plate, Nebraska, in the Sept. 1950 of Trains. On page 10 there was a large photo of a radio control tower which at first sight captured the old imagination and creative interest. I knew at the time I had to model it.

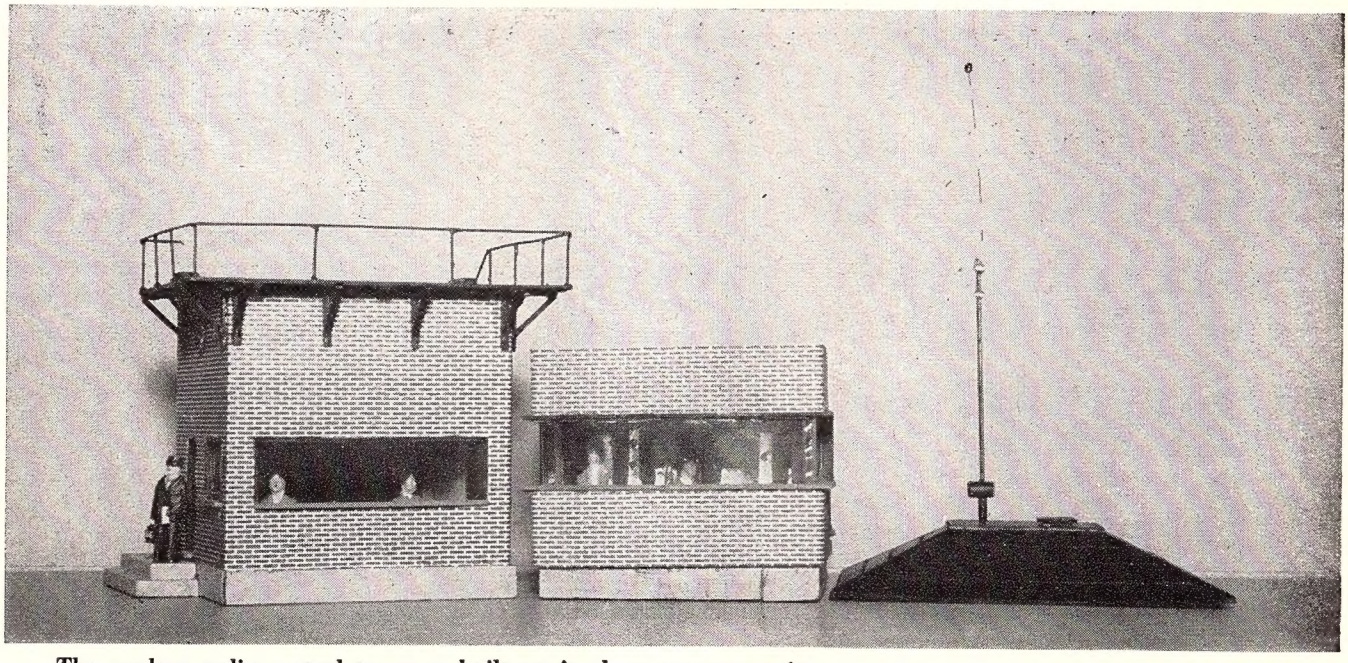
After several drawings, a little patience and a waste of several sheets of paper, I came up with a method of construction somewhat different than the ordinary. The design of this building breaks up into three sections, as you can see by looking at the drawings. The idea for this is to make it accessible for light changing. Every detail of a real tower has been included in the model illustrated, including the operator, his desk, papers and telephone! All are readily visible through the large windows with the help of lights included in the model.

Dimensions on the drawings are in scale feet and inches so the structure can be easily duplicated in any gauge.

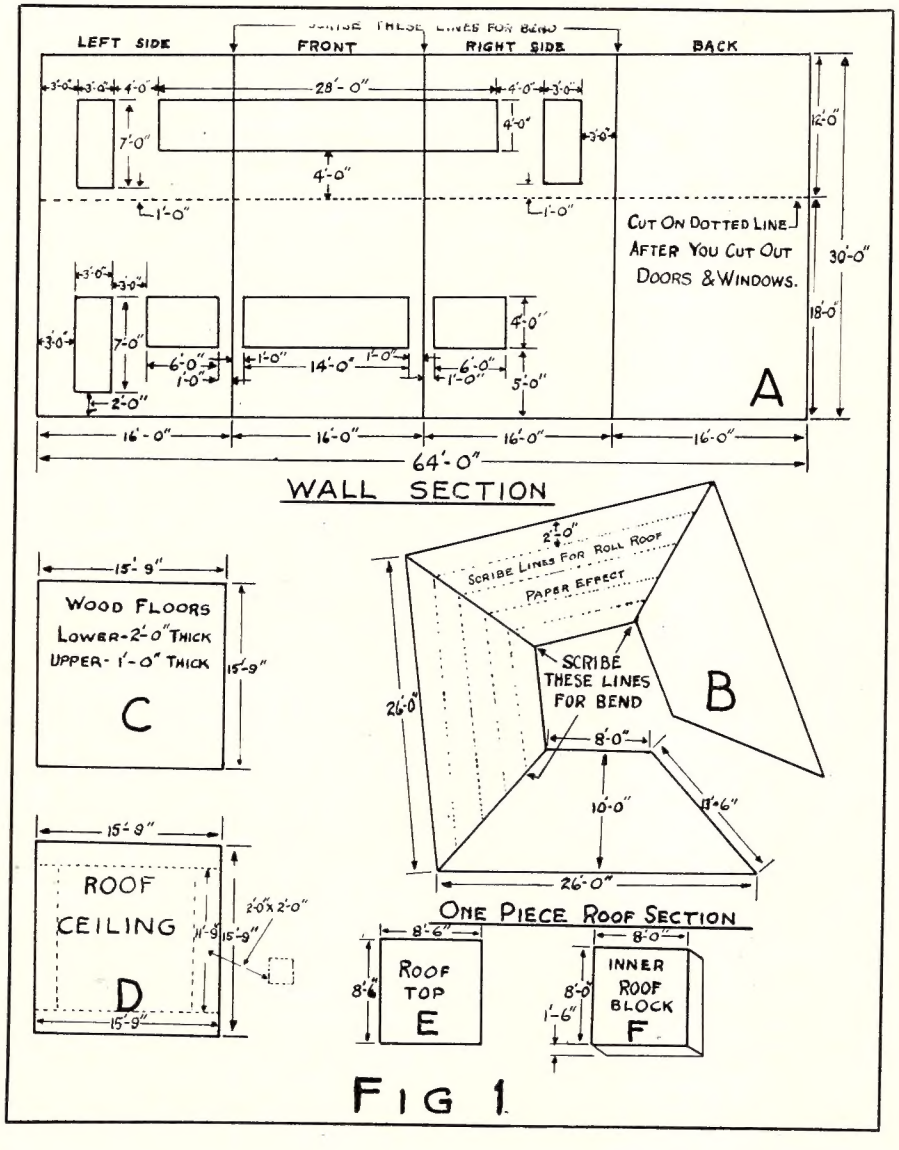
Materials needed to build this tower are as follows: Strip and sheet wood in several sizes; embossed brick build-



To the right is the author's completed model, as built in HO gauge. Note the fully equipped interior. As can be seen below, the roof can be removed for maintenance work; the first and second floors are also built as separate units. The construction methods used in this model can be applied to many other roadside structures.



The modern radio control tower as built up in three separate units. Platform of the base unit and roof hide all joints when model is assembled. The brick building paper is applied in a single sheet to the four walls, joined at the back side of model. Windows and doors are cut out from the brick paper after it is applied to the sides.



ing paper; #.020 handrail wire; Strathmore or bristol board; Celluloid and cement or glue.

Now let's begin our model by cutting out the floors to the dimensions in Fig. 1-C, note:—the floors are of different thicknesses and I suggest you mark them "upper" and "lower" so as to avoid a mistake. Also cut out Fig. 1-F according to dimensions. Be sure you square the floors before cutting. This is important.

Next let's look at Fig. 1-A, this is a one piece wall section and the measurements must be accurate. Square one end of the bristol board and, using your scale rule, draw walls according to plan. After doors and windows are cut out and upper and lower story have been separated by cutting on dotted line, carefully bend on the scribed lines, and form the four walls; now glue in the floors and cement wall opening; set aside to dry.

Fig. 1-B, the flat top hip roof in one piece is very simple to construct. Here let me suggest an easy way. Make a cardboard pattern of one side according to dimensions. Then lay the pattern on bristol board and draw out the four sides to look like drawing Fig. 1-B. Do all necessary scribing and cut out. Bend and fit open ends together and cement on under side with small strip of paper. Still using bristol board, cut out D and E in Fig. 1. Cement roof top E to top of B, then to the inside of E, glue inner wood block F, then glue the roof ceiling D to wood block F. Allowing time for drying, turn upside down and to the ceiling fit and glue a scale 2'-0" x 2'-0" square strip of wood according to dotted line detail Fig. 1-D. This forms a frame and al-

lows the roof section to fit down into the walls, holding the roof in position.

Next let's get back to the two wall sections and do some interior bracing. Set in the 6" x 6" x 13'-0" strip wood corner posts first, then fit and glue in other strip wood bracing according to dimensions in Fig. 2-G and H; while the interior bracing is drying take a look at Fig. 2-L.

Both blocks are exactly the same size, the lower is scribed to simulate filing cabinets and lockers and painted box car red. Be sure to drill hole down through center for the brass tube. Block for the upper floor is painted black, first drilling 2 holes down through block for the two brass tubes. Now a scale 6" from the bottom glue on the 1'-0" x 1'-0" x 13'-0" strip wood and paint black; next fashion and simulate a radio instrument board to look like drawing and glue to the upper back wall, the other block to the lower back wall.

We are now ready to lay the brick. Using embossed brick building paper cut strips the exact height of the two wall sections and glue on, allowing seams to hit on back wall; when dry cut out doors and windows.

Here let's take the upper section and turn bottomside up and to the bottom of the floor fit and glue on the 2'-0" x 2'-0" strip wood forms, using the same method as we did to the roof ceiling and same dimension, the dotted line detail in Fig. 1-D. Now you have an extension floor which fits snugly down inside and directly on top of the lower section, making a two story structure. At this point drill the tube holes on through the floors.

Take two lengths of scale 3" x 6" strip wood and paint box car red and one scale 3" x 1'-0" strip wood and paint concrete grey; now fit and glue in the gray strip to all window and door sills, allowing the sill to extend out a few inches from the brick wall. Next finish the door and window framing with the box car red strips. Remember this is a brick structure that you are modeling and the framing (scale 6" width) goes flat to the jamb of the doors and windows, not on the outside like frame buildings. When this is finished fit and glue on the foundation strip around the bottom outside wall with scale 3" x 2'-0" strip wood painted grey. Now the steps, they're also a concrete grey. Bottom step 1'-0" x 4'-0"—top step 1'-0" x 3'-0" the length being your choice. Using bristol board again cut out three doors (scale 3'-0" x 7'-0") also cut in a small opening for a glass panel and paint box car red and glue in position to the inside of the door frame. Now fit all celluloid windows and glue in place. Take

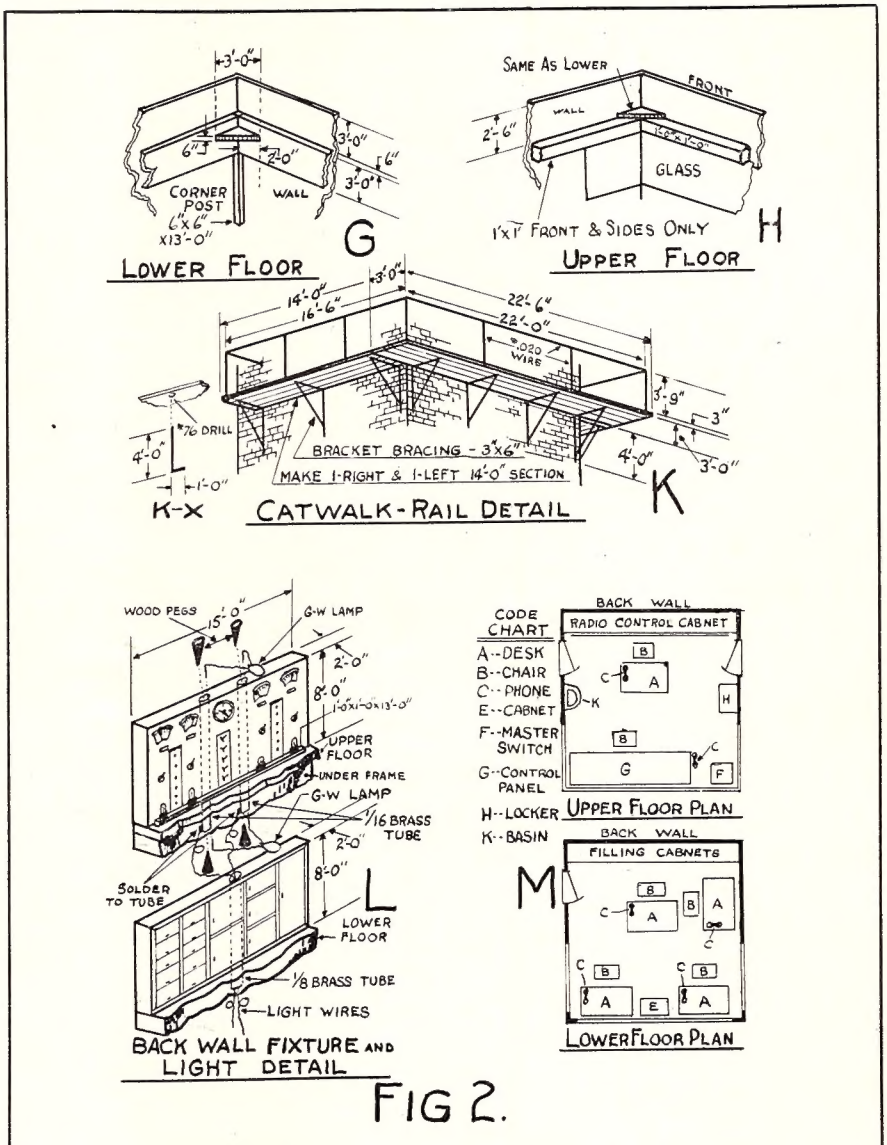
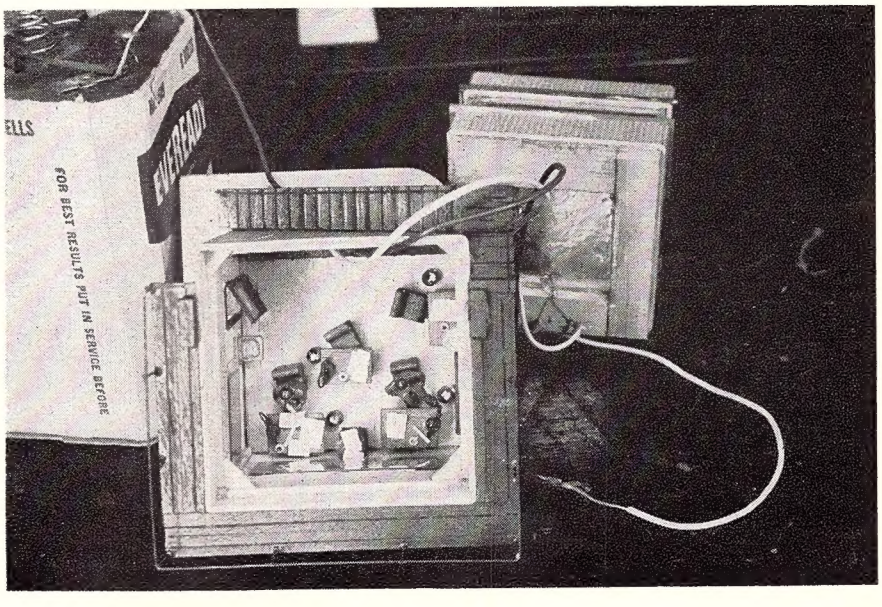
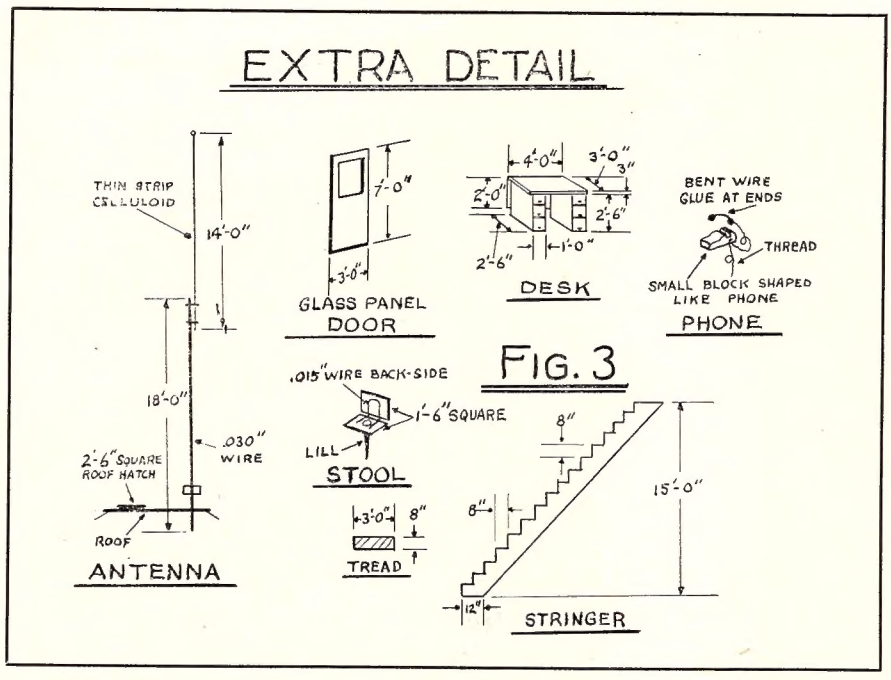


FIG 2.

Interior view of first floor showing operators, desks, chairs, even a cigarette in the ash tray! A tiny light is suspended from the second floor which helps to produce a realistic effect. The stairway is cut from a solid strip of balsa and the platform is sheet stock. A handrailing of .020" wire is soldered all around platform.





it easy here (not too much glue), smeared windows won't do.

Let's pause here for a few minutes, light up a cigarette and look over the project. Beginning to shape up, isn't it? Well, just a little more to go now and your time and efforts will be rewarded. While you're still dragging on that cigarette take a good look at Fig. 2-K. Study the drawing. It's called the catwalk; you'll note that there are two 14'-0" sections, so don't get goggle eyed here and make two for the same side, make 1 right and 1 left. You could use a single piece of strip wood for this catwalk (a scale 3" x 3'-0" specified length) and scribe the lines to represent planking.

Proceed now with the catwalk. Make up the three sections according to dimensions. The 10 posts are cut 5 scale feet long and bent to an "L" shape according to dimensions in Fig. 2-KX. Space the posts and drill a #76 hole in plank, push post through and dab on a drop of glue. When all posts are set in and dry, paint catwalk box car red and glue to the extreme top edge of the lower section. Next add catwalk bracing, first painting strip box car red. Now when the bracing is finished solder on the top railing and paint box car red. Letter and use road name of your choice.

Now to the wiring and location of the lights we get back to Fig. 2-L. Cut two pieces of 1/16 inch brass tubing a scale length of 13'-0" and to these solder #22 stranded wire at whatever length you need to reach your power source. Push tubes up through the two holes in the upper section, starting at the floor base. Let tubes come up flush with the top of the radio instrument panel board, glue tubes in place. Now scrape enamel insulation off the ends of your grain of wheat light, bend, (as in drawing) and stick down into the brass tube and hold in place with a small wedge peg (the end of a round toothpick is fine for the peg); make peg short. The same method for placing the light is used at both ends of the two tubes.

Now cut the ⅛ tube at whatever length you desire and glue in to lower section. I don't give any length for the ⅛ tube, as you might want to extend it down through your table or frame work. All you do now is push the wire down through the single tube and on to your power source.

Lighting the Model

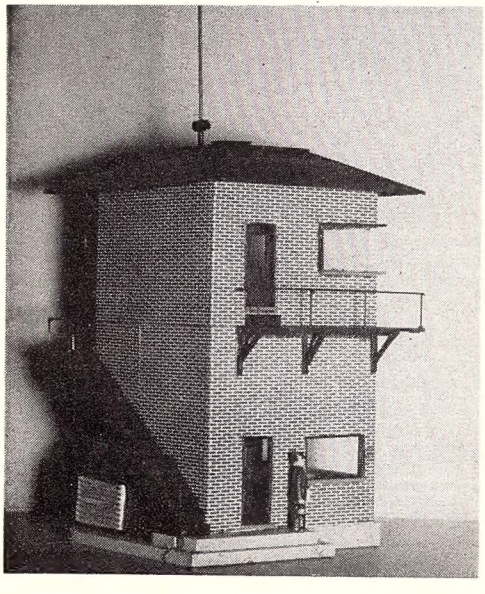
For light I recommend 6 volt grain of wheat lamps and if you don't have a 6 volt outlet on your power source get a 6 volt dry cell lantern battery. They last a long time. Of course you'll have to run a line to a special on and off switch on your panel board. But to see this tower lit up in a night scene is certainly worth while.

Now that we have lights, how about the interior!

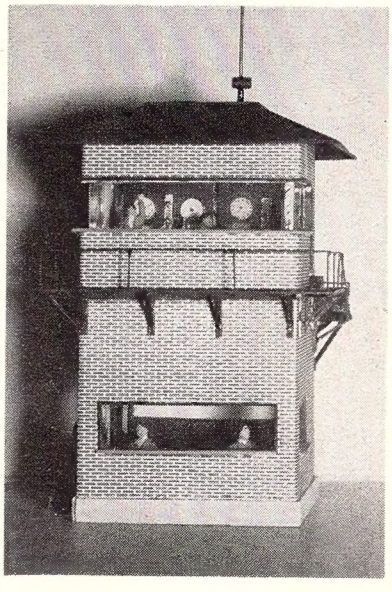
Interior Details

Looking at Fig. 2-M you see the upper and lower floor plan all charted and laid out for you. The interior items are all very simple to make. See

Rear and left side view: joint between floors is barely visible.



Front view: note how roof overhang completely hides the joint.



Front and side view showing HO gauge operators right on the job.

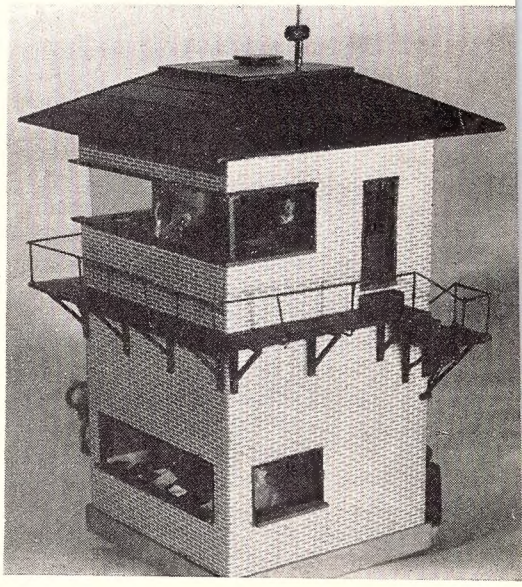


Fig. 3. Also a few figures at the desks really add to the set. For the control panel in the upper floor plan Item G, I refer you to page 25, November 1951 issue, Railroad Model Craftsman. The picture of the Yardmaster at the controls, try to duplicate this panel board, microphone, telephone and all. Read the whole article, it will give you an idea of the operations of this tower. The outside steps leading up to the second floor are optional, but they really add a striking bit of detail to the structure. You can buy ready-milled steps or make them according to dimensions. See Fig. 3.

Now after several enjoyable hours and a few trays of cigarette butts, you have built for yourself (let's assume here that you have constructed the tower) one of the classiest little modernistic towers in the books and I sincerely hope you have had as much pleasure in building this tower as I have had in the drawing and writing of this article for you.

Incidentally, if you're not a member, join today. Of course I mean the NMRA.

Look for Lloyd Giebner's First National Bank to appear in the December issue. It's a well-detailed HO model . . . *ED.*

Rear side view of radio control tower showing stairway to advantage. Note how it has been cut from a single block of wood and the small wood-strip braces. The ventilator under stairs is made from a block of balsa, a wood dowel and a light piece of metal to form the grill-type covering.

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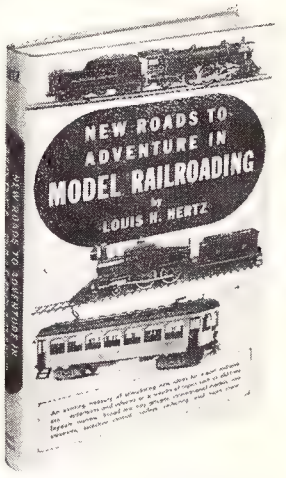

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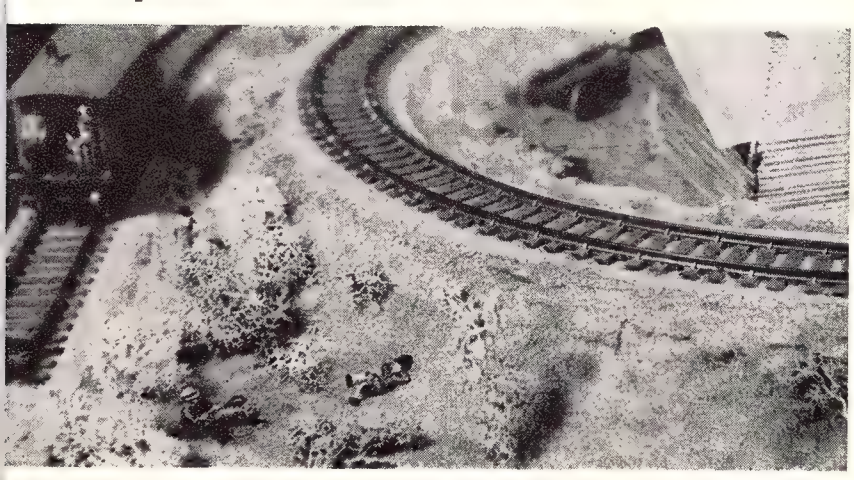
COFFEE TABLE LAYOUT

A hobo camp is an important item on any layout, the coffee table railroad included. To the left of the hoboes is a dummy switchback which runs back into the mine; it is used as storage space.

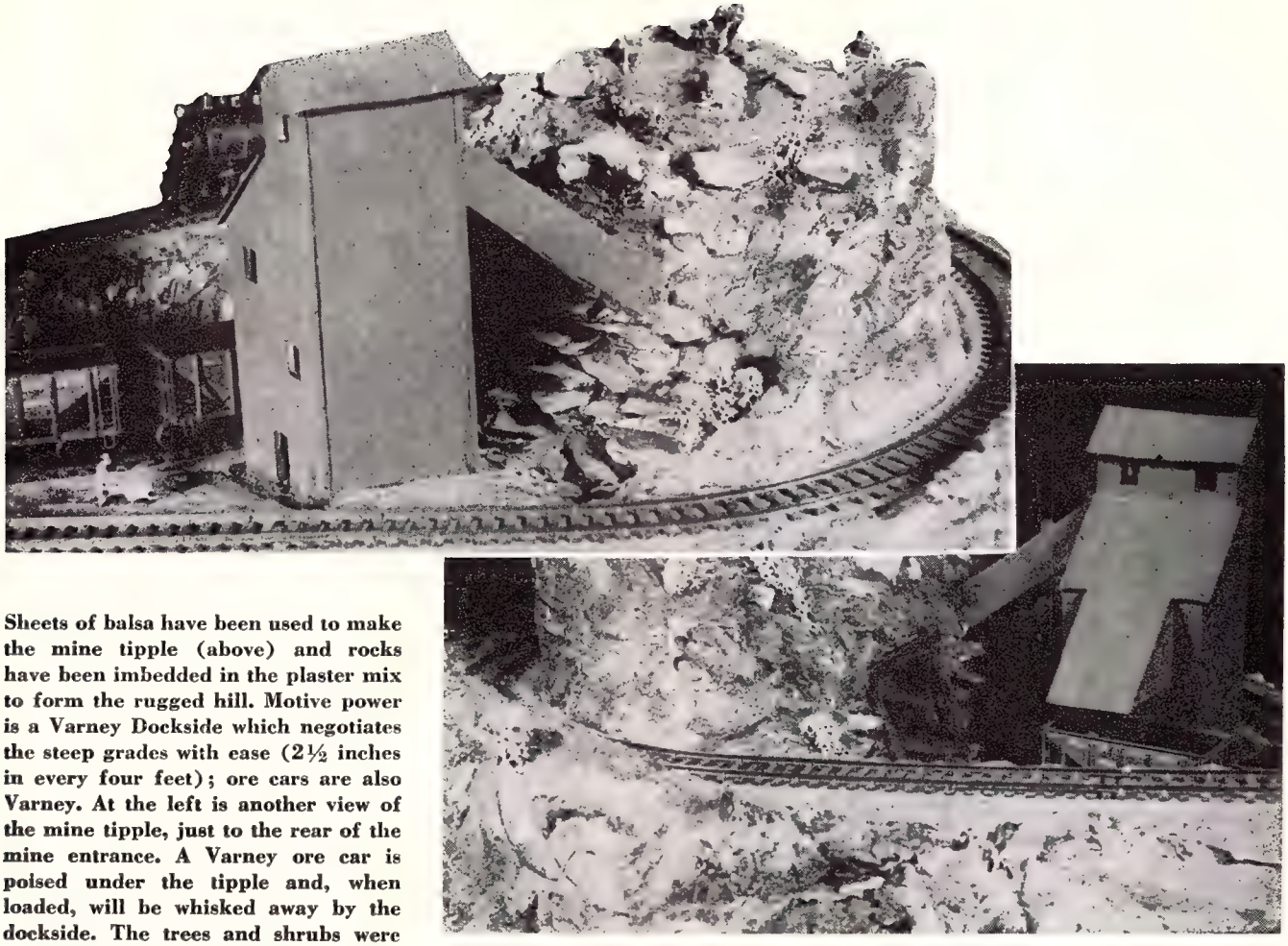


It's no longer necessary to have an extensive cellar, attic or spare room in which to build up a complete model railroad empire, here's tangible proof that the job can be done even in a one room apartment. This model railroad was built in the form of a coffee table and thus serves a double purpose. The table was made of solid walnut, finished to match other household furniture, and the railroad itself rests on a plywood sheet 20 x 48". The entire HO pike is completely glass enclosed. This was made to order by a local glass company. Overall dimensions of the table are 21½ x 49¼ x 20¼ inches high, about standard for regular commercial tables.

The trackwork on this gem-sized pike consists of a main line ten feet long, in the shape of a figure eight, and a siding two feet long to serve a mine and as a storage track. The switches are operated by choke cables mounted under the table. Sharpest radius curve on the pike is only seven inches with dummy couplers used on all equipment. Power is from a Unipack mounted under the table.

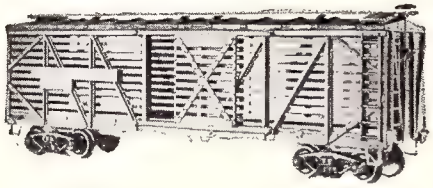
Although this pike provides only limited operation, it is a sure-fire answer to the housing shortage. It presents an excellent outlet for leisure hours and will provide the builder with that all-important experience.—*James C. Miller*

This general store was patterned after similar structures often seen in small western mining towns. It was made of medication sticks with a sandpaper roof. The figures and small accessories are commercial items; basic scenery is patching compound covered with flock.



Sheets of balsa have been used to make the mine tipple (above) and rocks have been imbedded in the plaster mix to form the rugged hill. Motive power is a Varney Dockside which negotiates the steep grades with ease (2½ inches in every four feet); ore cars are also Varney. At the left is another view of the mine tipple, just to the rear of the mine entrance. A Varney ore car is poised under the tipple and, when loaded, will be whisked away by the dockside. The trees and shrubs were formed from bits of lichen, glued into place when the basic scenery was fully painted.

Over and under on the coffee-table layout. The bridge is formed from sheet metal in order to hold the grade to a minimum, and is insulated from the wooden piers in order to eliminate any drum-like noises. Medication sticks were used to fabricate the small log cabin; each "timber" was notched in true American fashion. Both roof and chimney are painted sandpaper. Miniature figures are commercial; greenery is lichen and green sponge.



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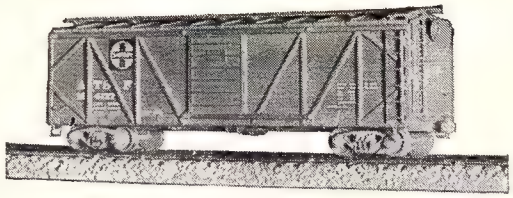

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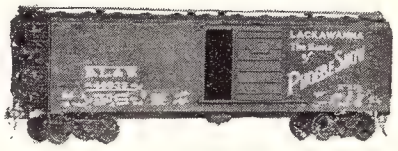

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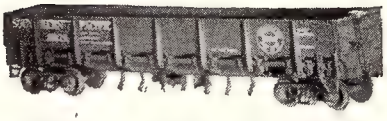

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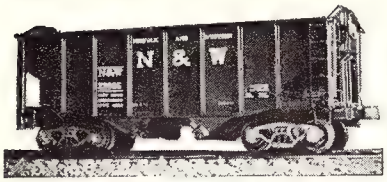
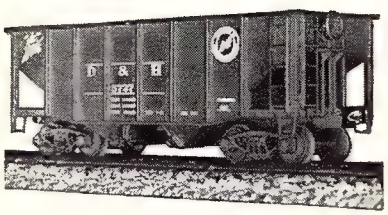


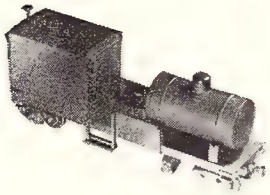


FLAT END HOPPER. Road names: RDG; LV; WM; D&H. **$2.90** with sprung trucks.

OFFSET SIDE HOPPER. Road names: ATSF; B&O; RI; MoPac; NYC; ERIE. **$2.90** with sprung trucks.

LONG GONDOLA. (52' 6") Road names: ATSF; PRR; CNJ; RI; N&W; LV. **$2.50** with sprung trucks.

SPECIAL TYPES



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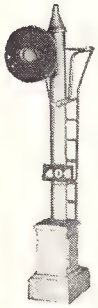

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CONTEST WINNERS

The model building contest recently sponsored by Railroad Model Craftsman drew entries from the four corners of the world. Several hundred entries were received making the judges final decision a tough one indeed. For the most part, the entries were exceptionally well-detailed reflecting excellent modeling skills.

For the benefit of new readers, the contest was broken down into four categories: Freight cars, passenger cars, railroad structures and scenic units. These could be models developed from standard commerical kits or completely home-built units. Last month winners of the freight car classification were shown and this month we take pleasure in presenting the winners of the scenic unit division.

First prize in this classification went to Floyd Powell, 5590 Radnor, Detroit, Michigan; it took him but a few hours to build this prize winning replica of a house under construction (photo above). And it's a project anyone can duplicate.

According to the builder, the HO gauge carpenters on this job proved to be high speed merchants as they erected this much of the structure in approximately two hours but due to some delay they haven't progressed much since this point. The miniature carpenters are using Ayres scale (HO) lumber and closely followed local building standards. The joists and trimmers are 2x8's; studs are 2x4's; Center beam is a 3/16" I beam; rough floor is 1/16" scored sheathing and the foundation wall is Walthers building paper.

This new construction occupies a corner lot on "Hillside Drive" in the bustling community of "Sugar Rapids" which in turn is served by the "Pere & Lookasee Railroad."

Floyd did a beautiful job on detailing the immediate area of the new construction by including a bulldozer, piles of scale length lumber, excavated dirt and many other unusual details. Even the miniature carpenters on the job have laid some boards on saw horses, preparatory to sawing into required lengths. Note, too, the framework side, just erected, which is held in position with several lengths of board. And there is the ever present bucket of nails within reach of the workmen.

This scene can be duplicated in minimum space on any layout, regardless of gauge. Why not tackle such a project yourself? For a glimpse of the second and third prize winners, please turn the page.

SECOND PLACE

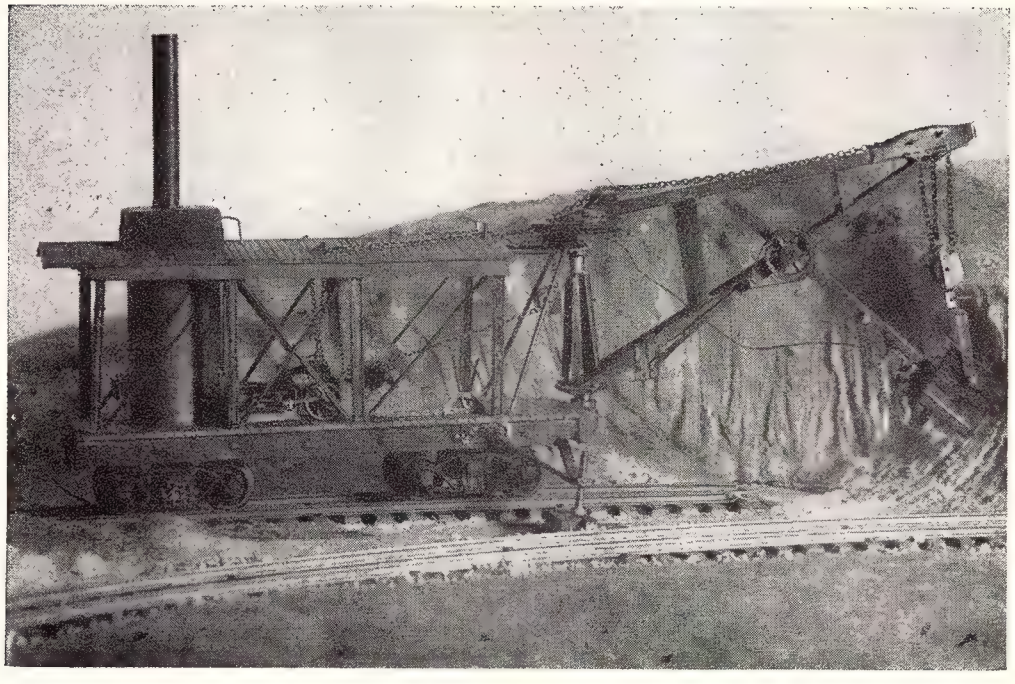
A complete HO barnyard scene by Mrs. D. M. Hazard, of Ho-Ho-Kus (Ed's. Note: That name is no gag; our art director lives there, too!), N. J. represents an old New England farm. Both models are wood, the house being made of HO clapboard and the barn of small up and down strips of balsa wood placed side by side. Both barn (background) and house have shingle roofs, the barn because of its "age" having a few loose boards along the side. The barn also has a weather vane with rooster on top, and a ventilator made from black paper and wire. House interior is detailed.

HONORABLE MENTIONS

Although received too late for the contest, a model submitted by J. Heyningen (Holland) earns a most honorable mention. Subject matter is a "Continental Privy," an *almost* scale HO model which shows elaborate detail and careful modeling. According to the builder, it is typical of thousands of "Curls" throughout his country. Four distinct units were received in our offices; one is shown on the opposite page, another is described in the builders own words on page 5.

Another award goes out to Charley Hare of Ottawa, Canada for his HO version of the "Red Lion Inn," which he claims is typical of the cheerful oases of that type to be found in England. Mr. Hare states the photo was taken just before opening time since the new supplies may still be seen on the sidewalk. The model was built from medium weight artists card with balsa timbering and trim, celluloid windows and bond paper for the slates and copper, Hornby-Dublo equipment in rear.

A gruesome fire in the Wyncoff Hotel, Atlanta, Georgia was the inspiration for this O gauge model, developed by Leelis Wilson of Cleveland, Ohio. A variety of equipment is on the job to quell the blaze while spectators stand-by to offer "expert" advice. Some of the more unfortunate hotel guests can be seen hanging from the window sills while others are being helped down the ladders. This scene is along a rear wall of an extensive layout, built on three levels.



THIRD PLACE

Third prize in the scenic unit category went to an HON$_3$ steam shovel permanently placed in a gravel pit. The work of Herbert Young, Peru, Indiana; this model has a prototype in the period of 1895, which is the period in which the builder works.

The model was built from scratch using common materials — card, pine, bamboo, etc., with the trucks and chain being purchased. The gears are from an old watch and the flywheels on the stationary engine are HO brake wheels. Length of the car is a mere 24'.

Herb plans to make this a working model by placing a motor underneath the roadbed.

HONORABLE MENTION

Maurice Miller of Delhi, N. Y. built this coaling tower from scrap materials as his first attempt at modeling. The heavy timbers on this HO structure are strips of balsa wood; roof and walls of building are sheet balsa. There is actually a pit beneath structure where loads of coal are dropped. This hefty tower is now permanently located on the T&E Railroad; owned and photographed by Jeff Richardson.

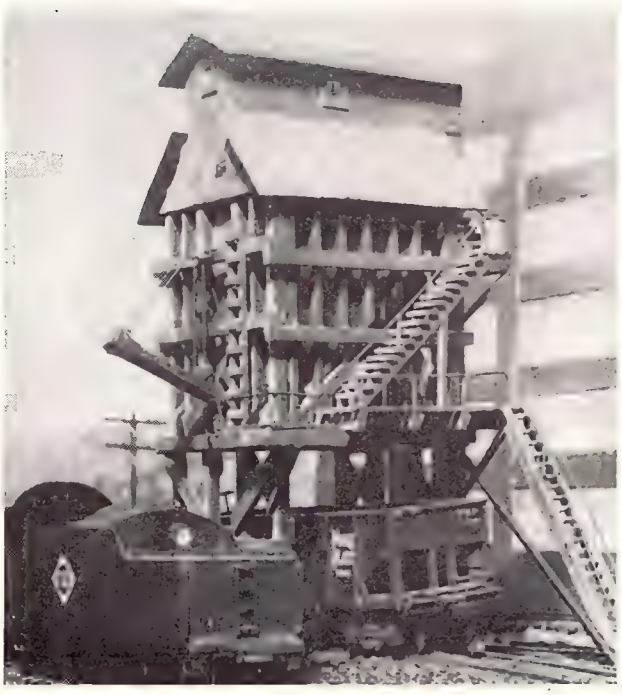


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Photo 1: Here from right to left we see the partially completed control panel, some of the lower level tracks, the two passenger car storage tracks (rail-cleaning and clearance car in the extreme foreground where the passenger car-shops will be), the six terminal tracks (1 through, 5 dead-end) and some of the freight-yard tracks as well as the beginning of the elevated mainline in the background. Note the three-way turnout in foreground.

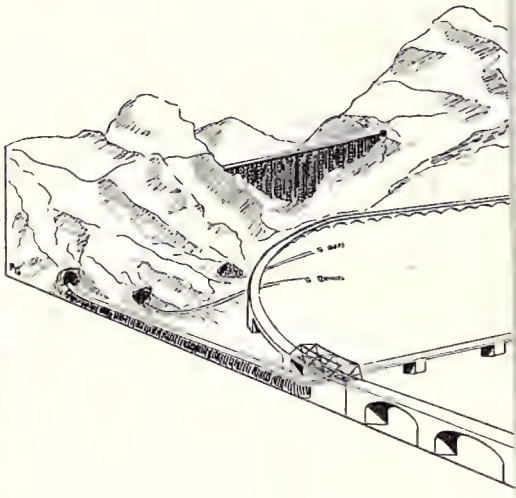
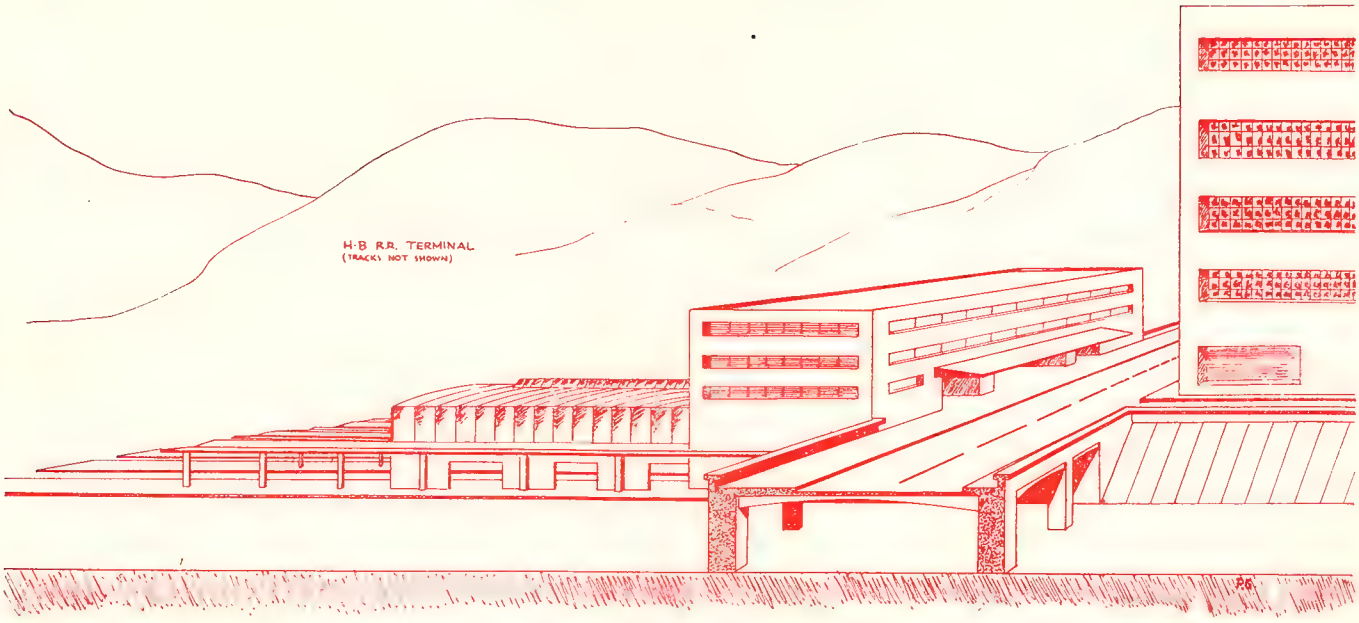


Photo 2: At left is a view that corresponds with #1, taken from far end of layout. A repair crew is on its way to replace the guardrails in the crossover seen in the foreground.



H. B. TERMINAL FACILITIES

Passenger terminal facilities on Paul Garrison's HO gauge pike are described this month. Paul's methods, proven through actual use, can readily be adapted to other track arrangements and gauges.

THE Passenger Terminal of the H-B RR, which is our subject for this month, was designed to permit a number of trains to go in and out without too much interference. In addition it boasts some car storage tracks, car-repair tracks etc. In Fig. 1 I have shown the terminal section of the pike in detail, indicating which of the individual turnouts are interlocked for simpler operation (interlocked turnouts have identical numbers!) You will notice in Fig. 1 that the terminal consists of 5 dead-end tracks and one through-track. This latter, a section of the mainline, permits unloading passengers and continuing the run without having to switch cars and engines all over the place.

Of the dead-end tracks, two pair are connected by crossovers approximately one engine-length from the end. This permits the train to run engine-first into the terminal. The crossover is set in crossover-position and the engine uncouples just before moving to the parallel track. As soon as the loco is out of the way, the crossover is changed to "straight" and a switcher pushes the train all the way into the terminal while the road-engine moves out to be serviced for the next run.

To arrange for this type of movement, the engineer would be kept too busy to watch over other trains which are operating throughout the pike and I therefore devised a method by which this entire operation is handled by the road-engine as follows: Upon entering the dead-end track, the engine trips relays which activate the uncoupling ramp as well as the crossover. As it proceeds it leaves the train behind, moves to the other track, then trips another set of relays which change the crossover position as well as the direction of the power in this section of track and the road-engine moves out. It also releases the uncoupling ramp and all the engineer has to do is to run the switcher in to put the train all the way into the station and he naturally also has to take over after the road-engine leaves the terminal track, to direct it towards any desired destination.

This operation, thus handled automatically, is a lot of fun to watch as it has an air of magic, especially if your road-engine is equipped with a fluid drive which will make the reversal of direction much smoother. **Fig. 2 shows the basic wiring for the** terminal and the automatic engine-return operation. You will notice that each separate dead-end track is equipped with its own DPDT switch. I have eliminated the primary relay-wiring in this sketch as previous instalments have shown the method by which the moving loco operates these relays and a complete wiring-diagram would get so complicated that it would be very difficult to decipher.

Let me mention here that the relays

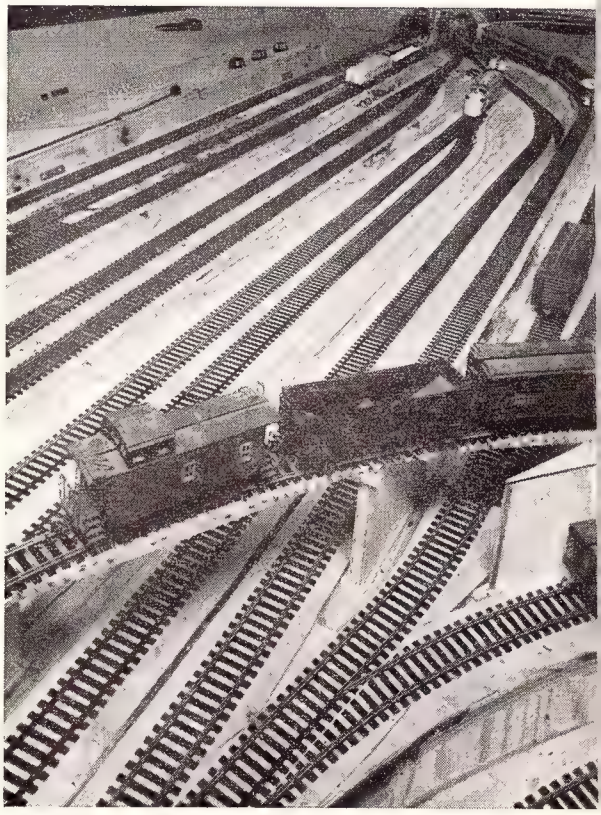


Photo 3: With the uncompleted mainline in the extreme foreground, we see a different angle of the terminal, and yard tracks in different stages of construction. Note tie-strip without tracks and the unfinished switch in the foreground.

used to operate turnouts, direction-controls, uncoupling ramps etc. can easily be modified to also operate a very detailed signaling system. This will be a subject of a future instalment, but since nearly every model-rail (as well as every prototype road) has his own ideas about the extent, type and procedure of signaling which he wishes to follow, a certain amount of thought should be given to this subject at this early stage of the game. This will permit the simplest possible way in which to handle the signaling without having to re-wire half the pike later on.

The photograph (Fig. 3) shows the terminal section of the H-B RR under construction. It shows most of the track, some finished, some still unfinished, it shows the turnouts (all scratch-built) some of the switch-machines and so on. You can also see a small section of the lower level which by now is mostly covered up. To construct the maze of rail for the terminal and freight yards, a 4'x8' piece of ½" plywood was placed on supports above the lower level, giving a minimum clearance of 3" from the lower track to the bottom of the plywood. For economy reasons the roadbed was cut from ¼" Upson board which was covered with a thin layer of rubber cement before fiber tiestrip was laid. This type of roadbed also has the advantage of cutting down the sound-resonance of the plywood-board and the rubber cement, in holding the fiber tiestrip firmly to the roadbed, takes a lot of strain off the spikes which obviously do not hold quite as firmly in this type of material as they would in wood. All track was laid without any gaps and the turnouts were pre-soldered in units of two, three, four or more and gaps were cut after completion of the track-laying procedure with a carborundum disk on an electric drill.

Above is rough sketch of terminal as it will appear when complete.

Also in the photograph you will notice that construction has been started on the overpass of the main-line which runs over all terminal tracks and then over itself before it continues on its way. This elevated mainline plus the multi-level aspect of the entire pike, poses a problem as far as scenicking is concerned, especially in view of the fact that a terminal, such as the one described herein, would not too likely be found in the midst of wild mountain scenery.

To solve this problem in a way which would provide the most effective setting for the type of pike which the H-B RR is, I made numerous tentative sketches. The drawings give a rough idea of the type of scenic treatment which I feel represents an ideal setting.

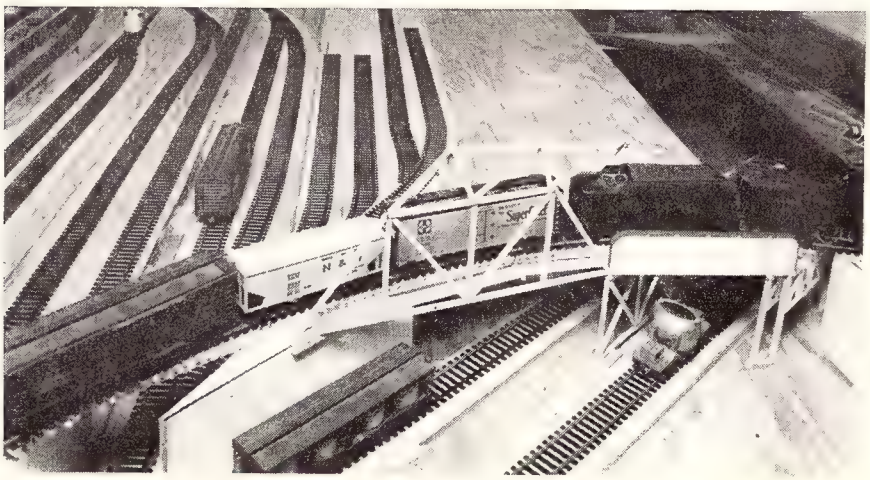
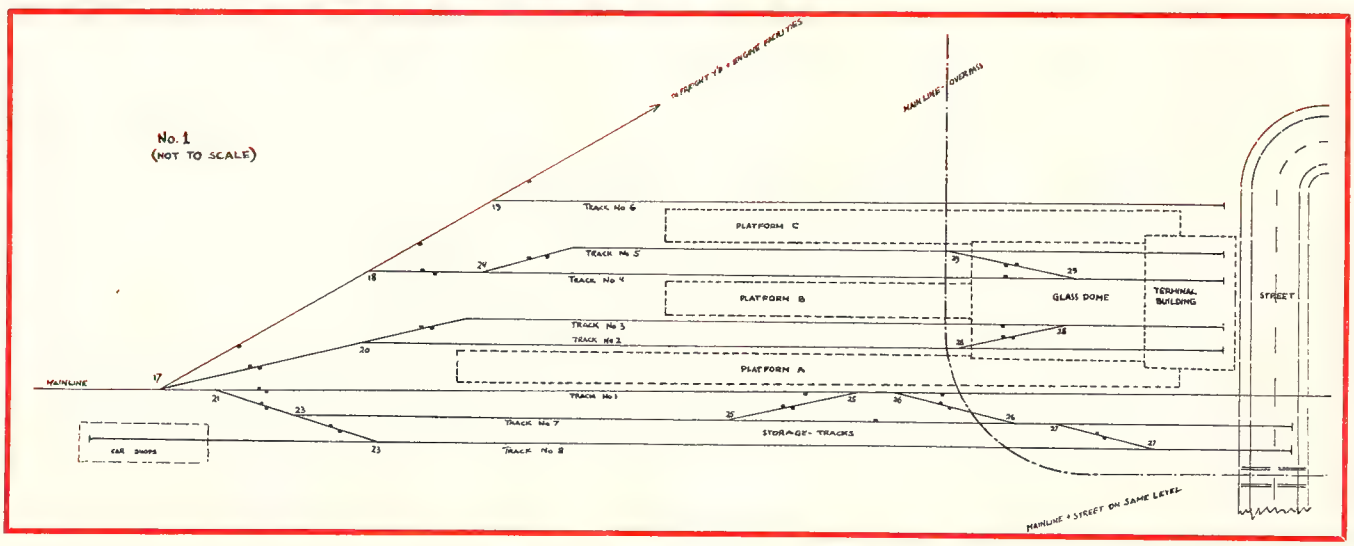
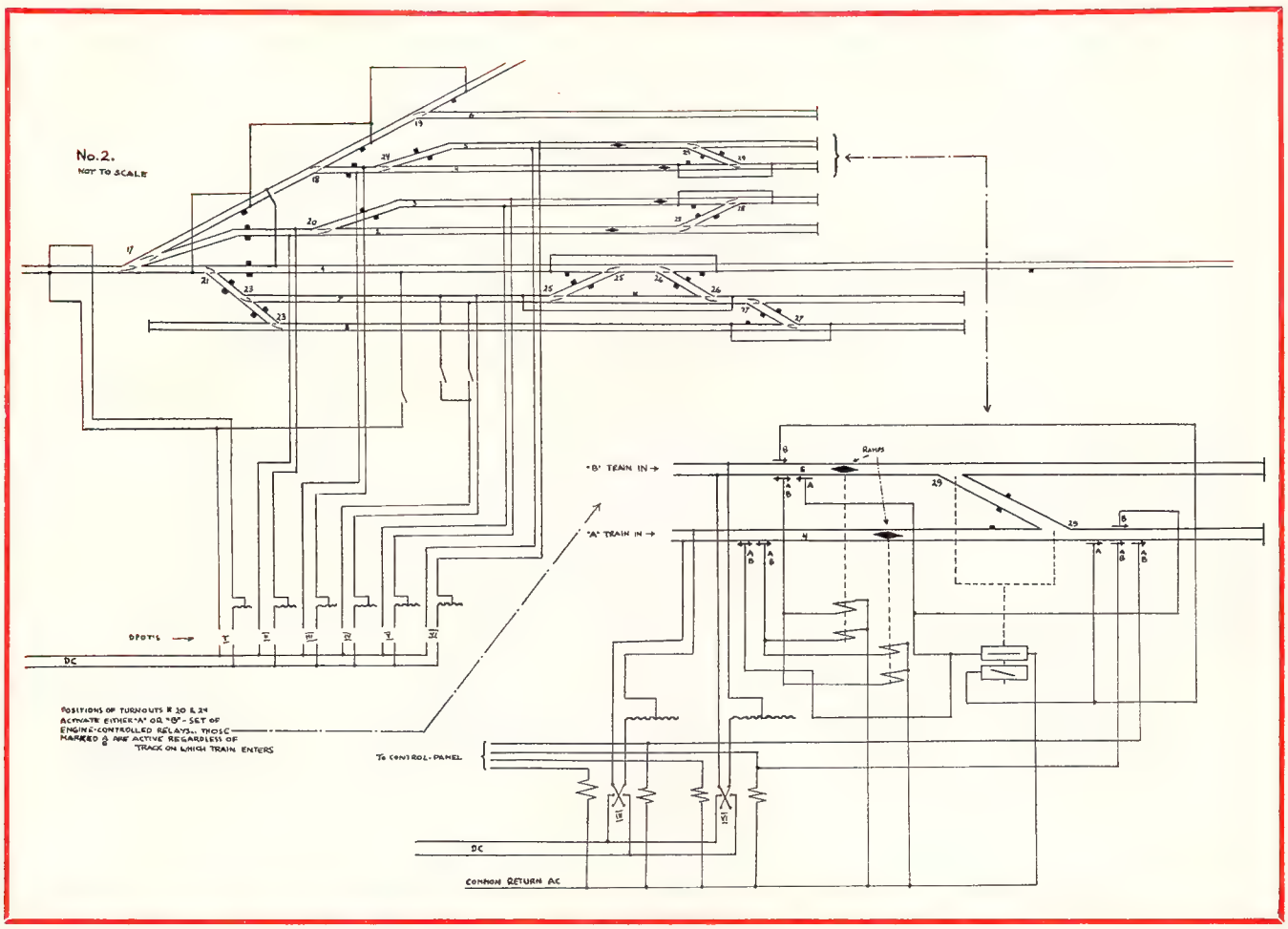


Photo 4: This angle shows some of the terminal and yard tracks as well as some of lower level trackage at the extreme right.

The sketch below shows the terminal section of the H-B pike.





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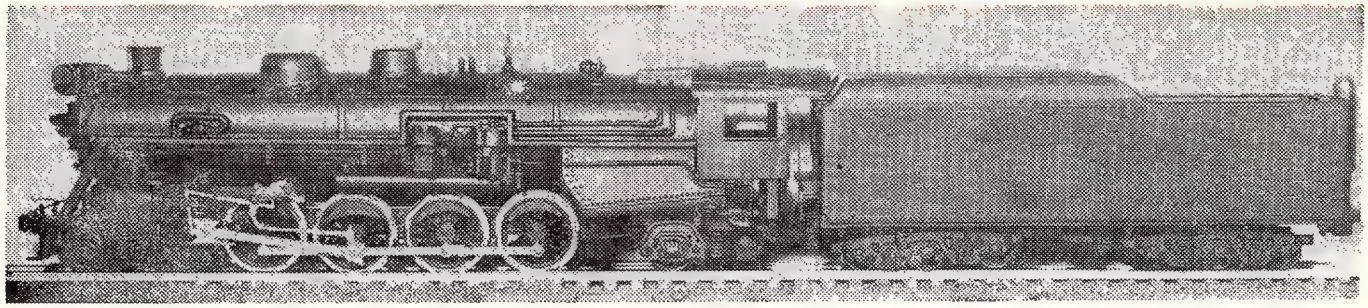

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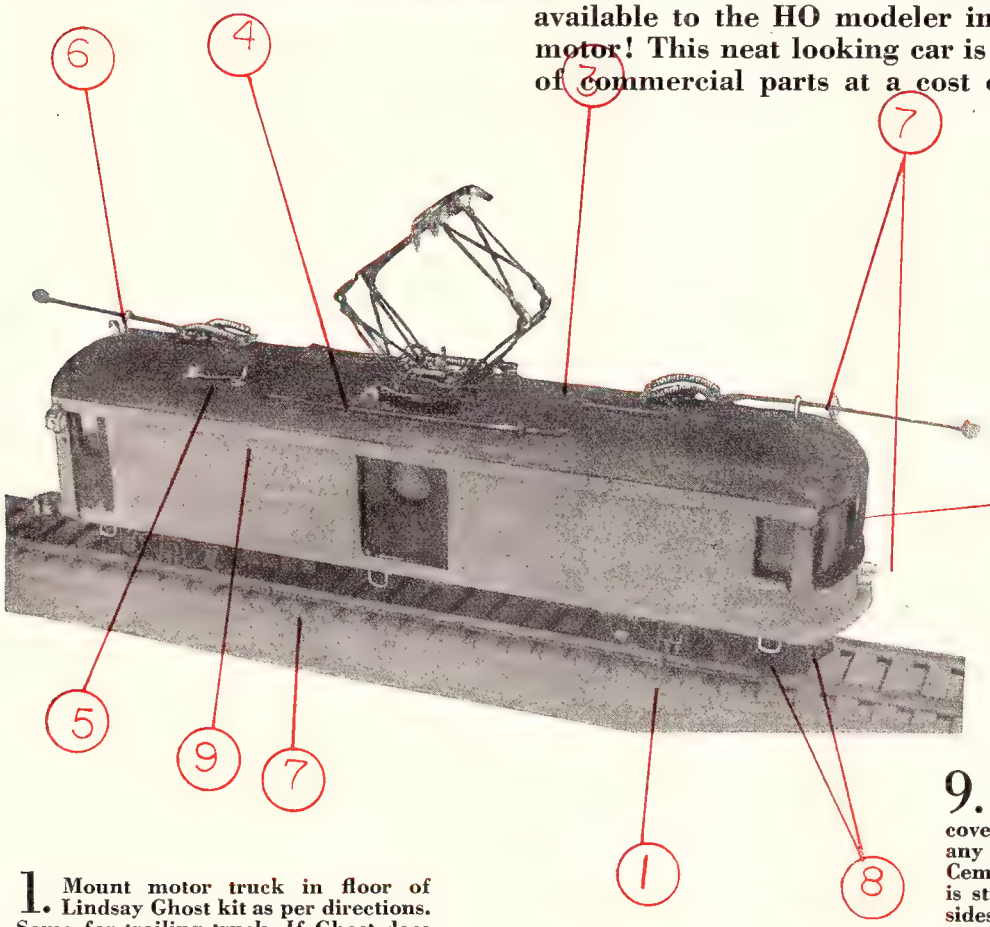


by

Bill Schopp

1. Mount motor truck in floor of Lindsay Ghost kit as per directions. Same for trailing truck. If Ghost does not have archbar trucks, exchange sides for pair of Silver Streak archbars for best appearance. Mount underframe.

2. Cement Walthers interurban ends (any style) to ends of flooring. Cut down height of Ghost box car sides to same as ends. Doors at ends of sides are made by removing one ply of the sides; windows made by cutting through. Center door is cut through and piece of cardboard cemented to inside.

3. Use passenger car roofing. Shape ends and bottom, so it just slips down inside the car body. Run bolt up through car body between underframes but toward one end. Inset 6-32 nut in roof as shown in fig. 3. This will provide for removal of roof when required.

4. Plan your wiring and current collection devices. Penna. Scale Models trolley poles or Imp pantagraph may be used. Wiring should all be done *on* or *under* wooden roof, using bare copper wire. Leads to brushes and trucks should be brought straight down, through 1/8" holes in floor. There other leads of flexible wire should be soldered to them and run to brushes, etc. as required by wiring diagram you pick. NOTE: for pole reverse feature, brass brush bushing must be pried from one side of Lindsay motor (it comes out easily) and replaced with fibre bushing as other side: obtain from factory or make.

THE CAR BARN
HO Freight Motor

5. SPST switch to change from overhead to 2-rail operation may be located atop roof. This is a homemade contraption.

6. As per fig. 4-c, for pantagraph operation, with pole reverse, you need a "dead" (un-connected) hook at one end.

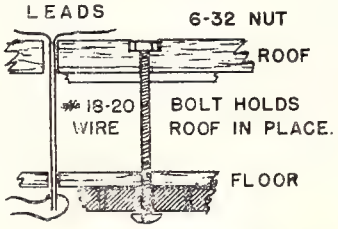
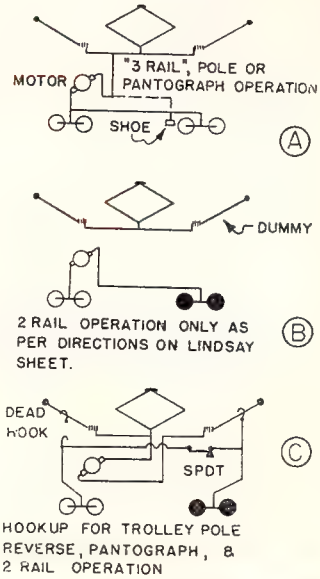


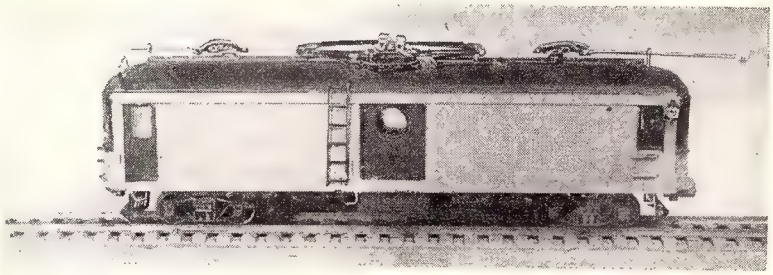
FIG. 3

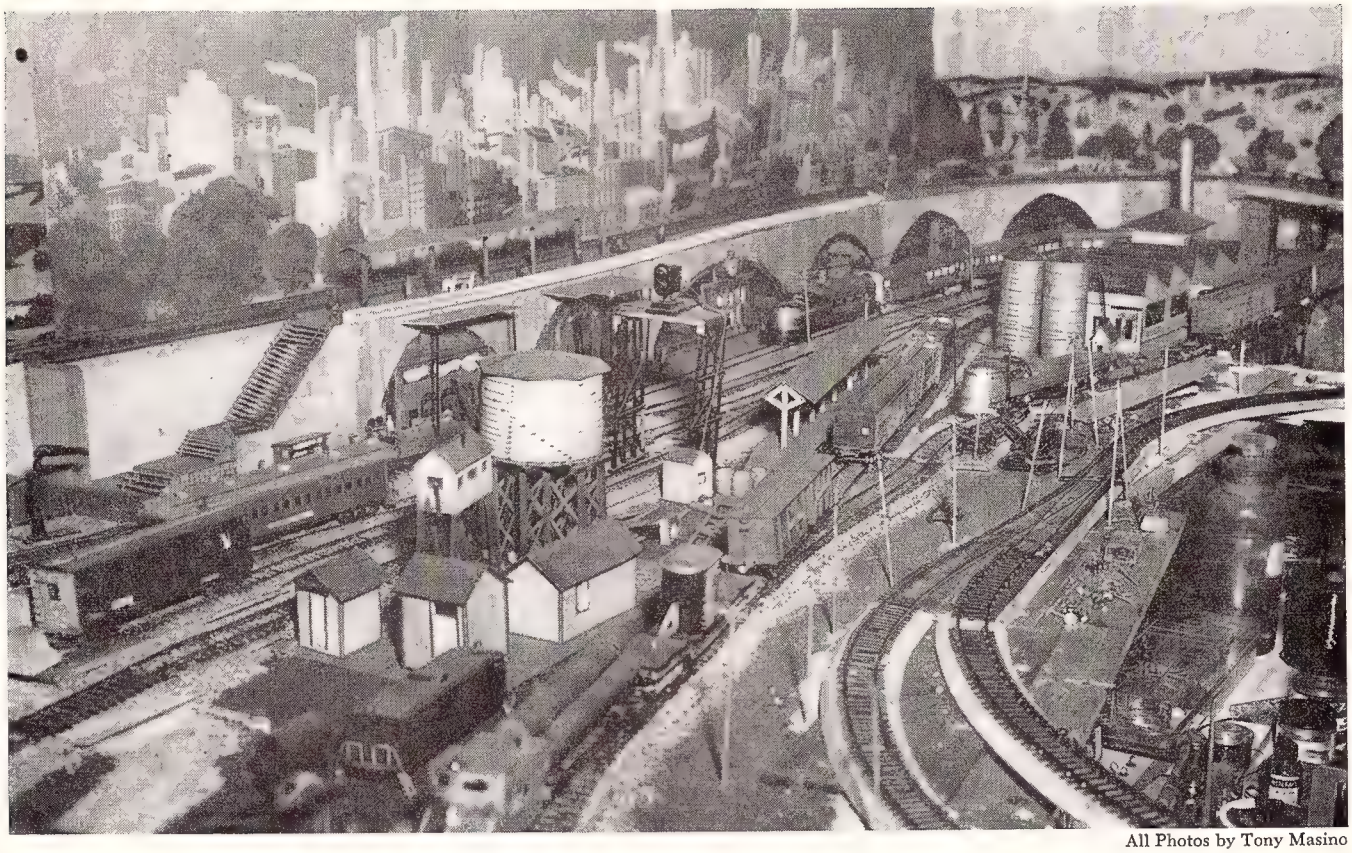
7. Mount bell or gong if desired, horns (Walthers), headlight, markers, underbody details such as resistors (Walthers), generator, air-tanks, and *mysterious* boxes.

8. Pilot may be Walthers, Lindsay, or made up by yourself. Couplers can be Lindsay interurban type or Penna. Scale Models Tomlinson type. Steps formed from wire.

9. When car is all finished, use strip of glossy paper (as from magazine cover) to make letter board to cover any gap left between sides and roof. Cement this to sides only so that roof is still removable. Paint model. Letter sides with "Ship by Trolley Freight" and list of towns served by your model.







All Photos by Tony Masino

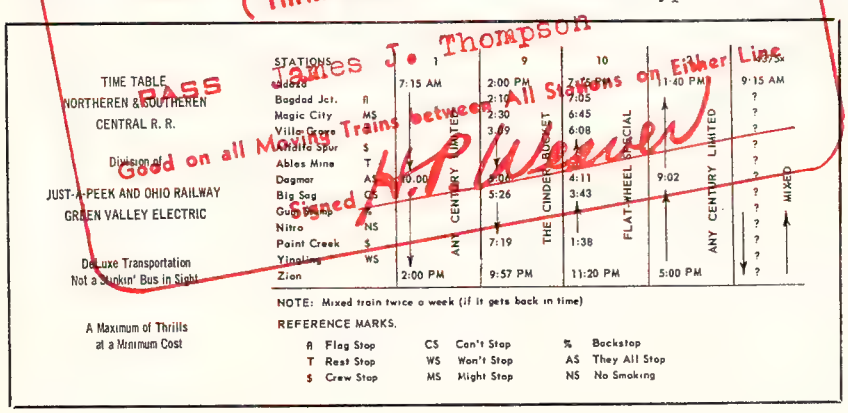
ACTION ON THE N & SC RR

by Howard P. Weaver

THE Northeren & Southeren Central Railroad was chartered and born way back in 1932 as the Amble Creep and Yon; it originally was an O gauge system using A.C. & Y. decals. During World War II, due to a shortage of O gauge parts, the gauge was changed to HO and the pike renamed N&SC RR. Later when the second level was added it became the N&SC Division of the Just-a-peek and Ohio Railways. Just a year ago the Green Valley Transportation Company was added as the electric division.

This, briefly, is the history of one of the finest HO systems in the country. The "Just-a-peek" occupies a 9 x 12′ room with about 250 feet of track, 10 switches, 51 pieces of rolling stock and nine kinds of power! Some pikes might be larger or more finely detailed, but this layout has that much-sought quality of trouble-free operation combined with a realistic setting. Wiring is such that either AC or DC can be used on either level. There are 2 AC engines on the roster of motive power which includes 4 steam type, 2 diesel, 1 gas electric and 2 electric interurbans. Most of the signals on the system are wired to operate by hand while the rest are the dummy type. Several NMRA relay signal kits are on hand and will be installed on the Green Valley Traction line in the immediate future.

Scenery is a combination of ideas picked up on NMRA tours of other layouts. Brick and tile paper has been used on the many structures; plaster of paris on sized cloth form all hills; and cellulose sponges and green rubber sponges simulate hedges. Most of the grass and bare land is green or brown aquarium gravel. Large rocks are pieces of slag from the driveway. The layout, mounted on a solid table top, has standard six foot long backdrops along three sides. Turn page for other photos and a sketch of the track work.

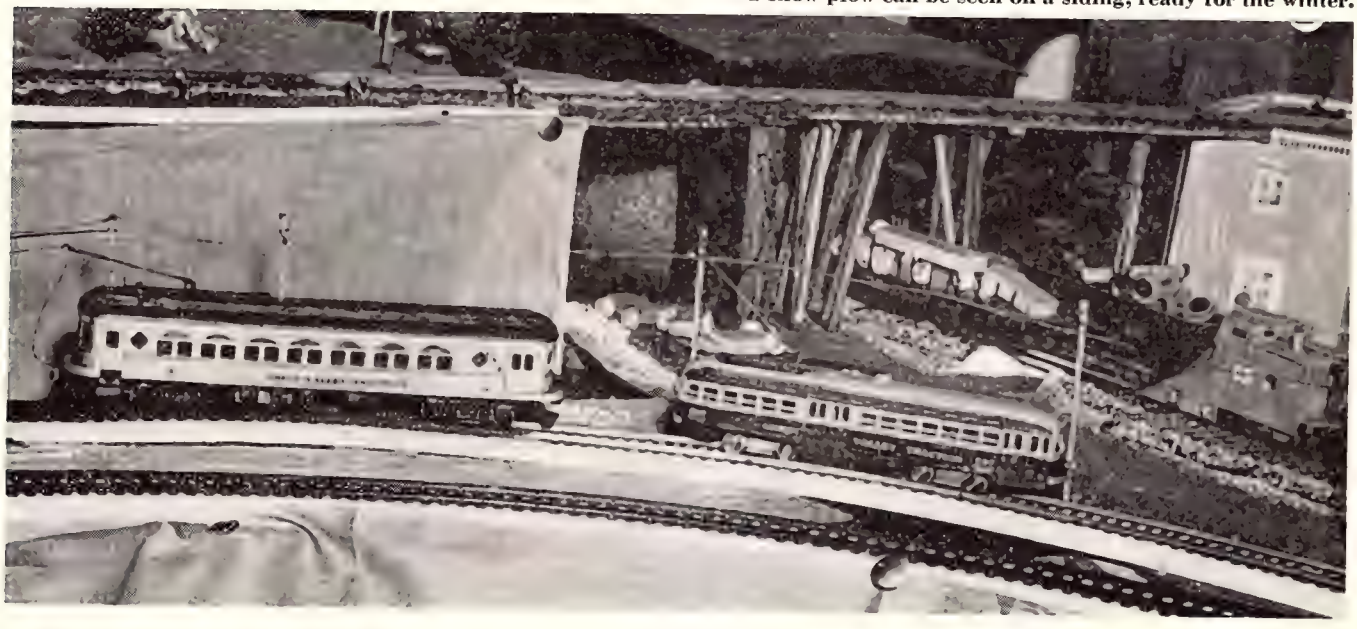


Northeren & Southeren Central R.R.
Just-A-Peek and Ohio Railway
(Thrill Line of the Times)
PASS
James J. Thompson
Good on all Mixed Trains between All Stations on Either Line
Signed A.T. Weaver

All stations listed on the N&SC timetable actually exist; they were taken from the Official Guide. Tickets for the road are from official National Railway Historical Society Fan Trips.

On the lower level, "The Cinder Bucket" with steam engine, mail car, coach, pullman and open end observation car are at the station "Dagmar" while the local peddler waits at the block to go on to the depot. Mixed Daily is seen on the upper level, with a "Belle of the 80's" at the head.

A closeup of the two Green Valley traction cars which will operate on the trolley system when finished. On the right, a snow plow can be seen on a siding, ready for the winter.

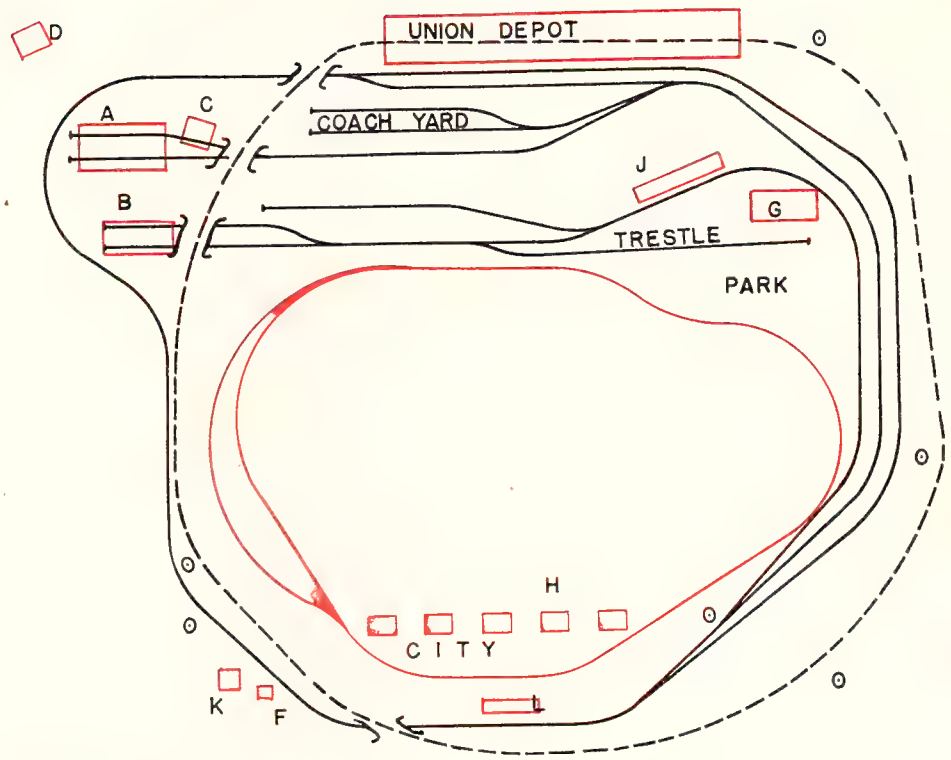


A 2-Stall Engine House
B 2-Stall Car Shop
C Coal Tipple
D Church
E Farm Building
F Depot (Dagmar)
G Factory
H Homes
J. Freight House
K Signal Tower
O Signals

Black Dashed lines represent upper level

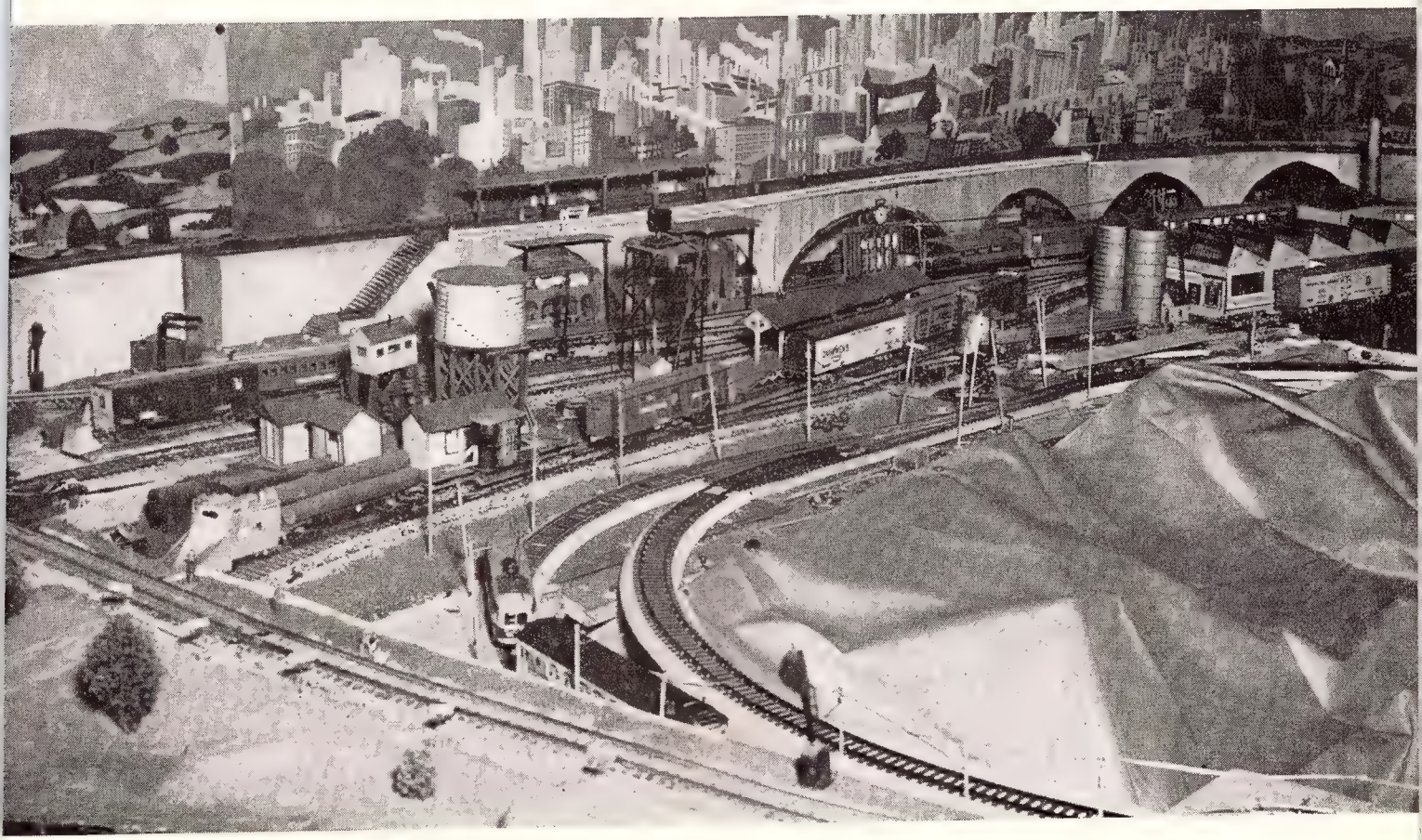
Solid black lines are Lower Level

Green Valley Electric Line is in color



Overall sketch of the Northeren and Southeren Railroad, an intricate HO gauge system developed by H. P. Weaver. The pike was started twenty years ago as an O gauge system; it now occupies a 9x12′ room and has 250 feet of trackage.

Comprehensive view of the layout which shows the car shops, engine house, coal loader and yard office at the right. Note the elevated station to the rear of layout and the excellent effect of scenic backgrounds cemented to walls.



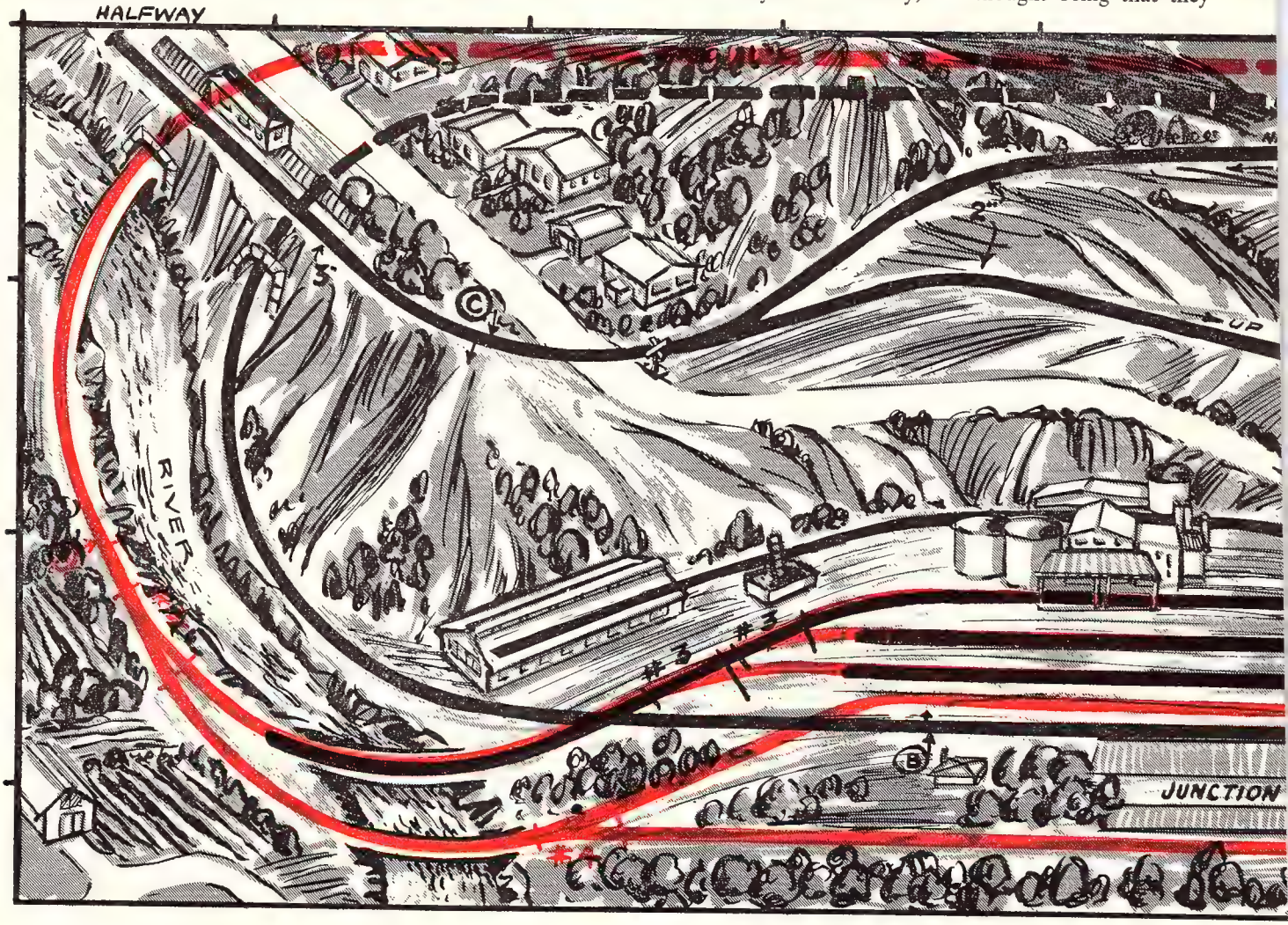
LAYOUT DOCTOR

Dual gauge railroading is rapidly gaining popularity and offers many new operating thrills. The layout presented this month effectively combines standard and narrow gauge equipment.

NARROW gauge railroading has come a long way since the pre-war efforts of a few. RMC is proud to have presented the first article on the subject, a construction piece on a 2-4-4T narrow gauge locomotive in Miniature Railroading (now absorbed by RMC) back in the summer of 1941. We are glad to help along the post-war efforts of the slim gauge to the extent of publishing occasional articles on the subject. Although the more realistic .70# high rail (against .100# for regular HO rail) is no longer available except imported from England in nickel-silver, there is at last a wide range of locomotive kits to be had—old and new 2-8-Os, an O-4-0, a rail bus, and a narrow gauge version of Lindsay's *Stubby* jeep diesel. The latter is the only screw-driver kit of the group, the others requiring some soldering and filing.

HOn3 combined with regular HO track makes for great layout possibilities, although squeezing enough of each in a relatively small area is sometimes difficult. You want enough trackage for each to let the engines stretch their legs. You want some combined, double-gauge trackage. You need a yard and engine terminal for each gauge. You need for each gauge and for each terminal of each gauge some way of switching an engine around the train for a return trip.

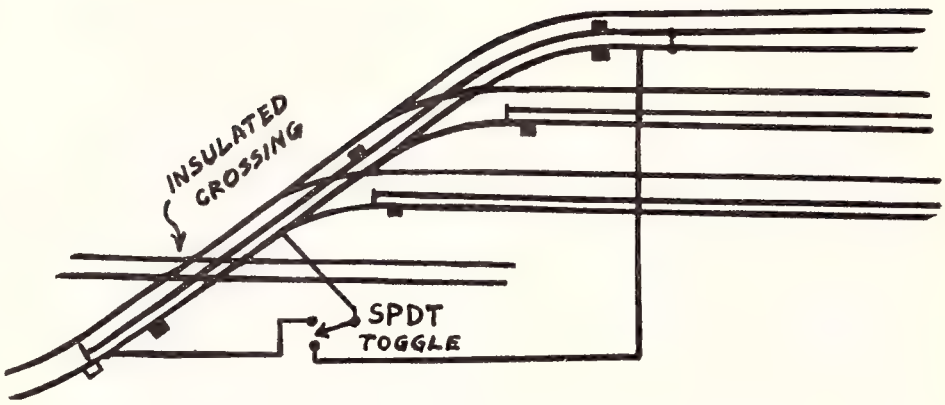
At least you think you need all that. The 3′6″ x 10′0″ HO-HOn3 layout presented below omits some of these qualifications and begs others. The "leg stretching" circuit for the standard HO trains is limited to an oval around the entire table, mostly underground. The rear of the table will have to be accessible so you can reach into the back of the tunnel for maintenance. The standard gauge yard is limited to three tracks, plus a fourth track for transferring loads between cars of different gauges. There is no run-around track, and all operation is to be in a clockwise direction. If desired, a run-around or passing siding could be put right at the front of the standard gauge oval. Standard gauge engine terminal facilities are omitted entirely, the thought being that they



are located in another city away from this narrow gauge junction. Obviously only one standard HO engine is planned for.

The narrow gauge leg-stretching circuit is another oval, mostly in a long tunnel along the back. The principal N.G. operation is of a branch line. It has engine terminal facilities (house, coal dock, etc.) but no turntable at the lower end of the branch. If you had a turntable at one end of a branch line, you would need a second one at the other end, so it is left out, since one-horse railroads do considerable backing up with trains. To further justify the lack of turning facilities, the branch is a switchback, so that trains are backing up half the time anyhow! The switchback also gives excuse for omitting all N.G. run-around trackage, unless you want to run all the way around the oval to get to the rear of the train.

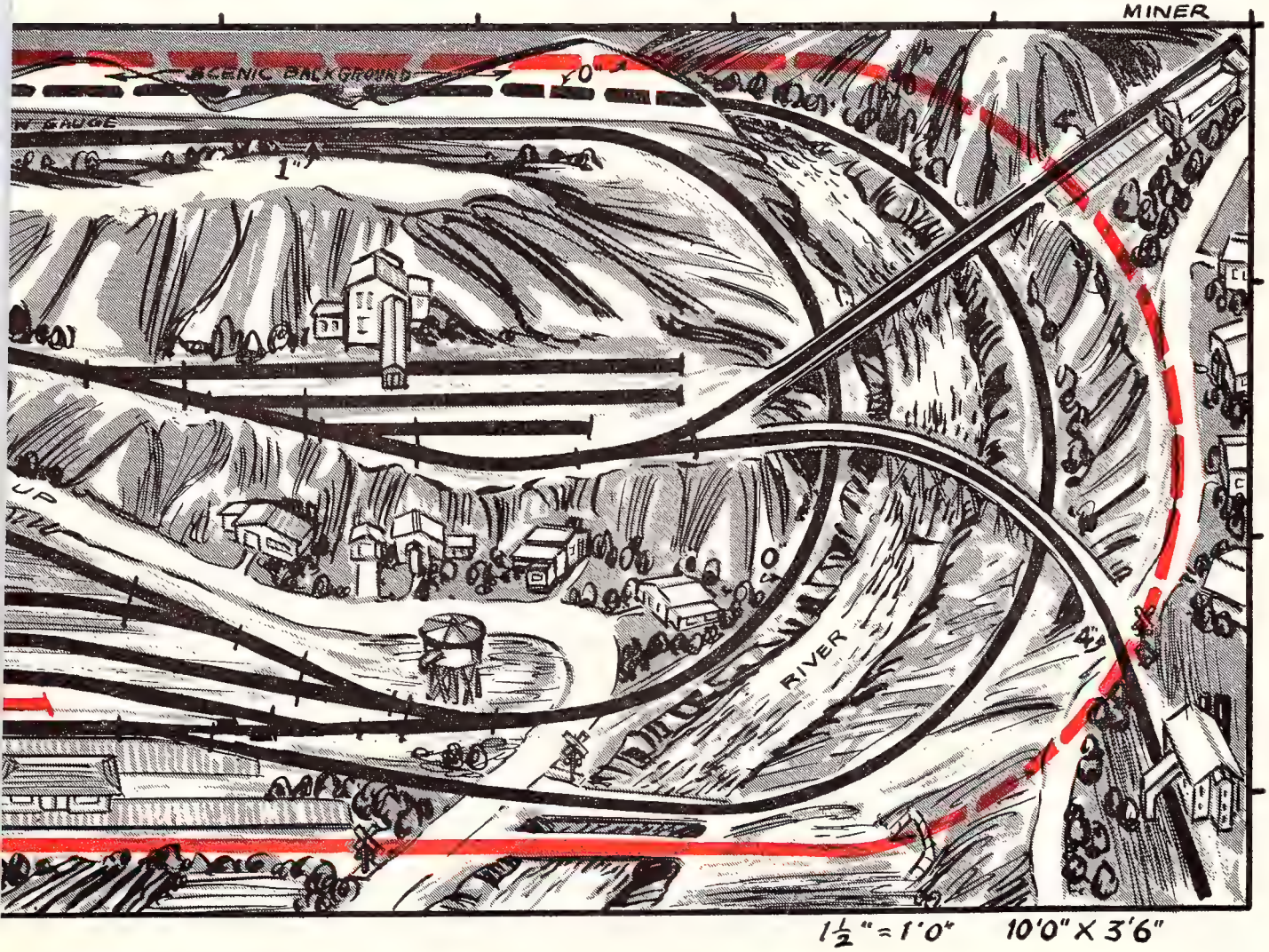
The narrow gauge trains work with the engine at the right end of the train (leaving the yards). They loop around to halfway, then back up the hill to the mines and the station at Miner. The engine is always at the same end of the train and all switches are arranged to allow for this. This saves the space required for two run-around tracks.

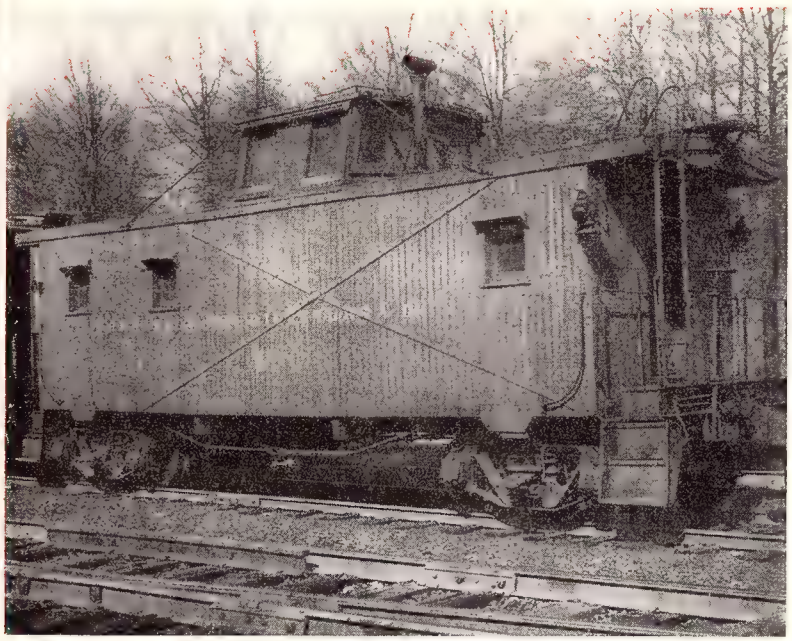


To provide some double gauge operation, the yards are laid with three rails. The N.G. and the standard yards interlock like the fingers of your two hands. One rail is common to each gauge. The nearest thing to a complication is the two #3 switches at the left end of the yard where a third rail is run through standard gauge switches as shown in the detail drawing. This is the simplest form of double gauging a switch. I show the double gauge extending across the crossing for a short ways which you may not want to do, but read on and see why.

A narrow gauge engine can shuffle standard gauge cars in this yard with the help of a Red Ball D. & R.G.W. "idler" car. For instance the N.G. brings ore down the hill to the ore processing plant, which might be made from a Suydam kit. The concentrate is to go out in standard gauge cars, but since the "big" line runs only one trip a day, its engine is not always present to remove the loads and set in some empties. So the narrow gauge

(*Continued on page* 45)

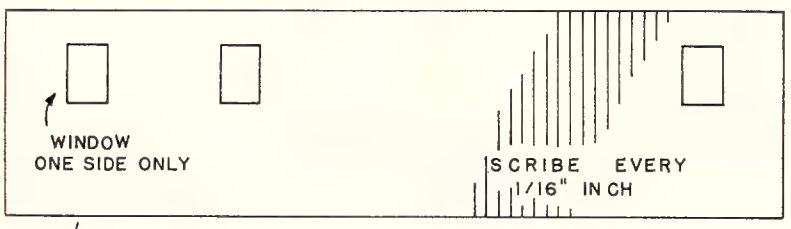


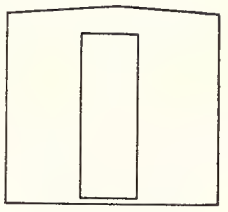


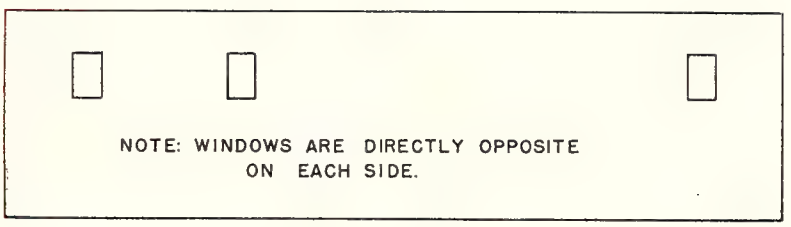
Boomer crummy on the diminutive Morristown & Erie Railroad, formerly was used by both the NYS&W and the Erie; it replaced an interesting, wood-sheathed, single-trucked bobber.

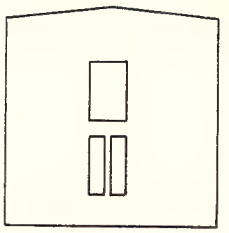
Top quality kits are now so plentiful and inexpensive that many readers have never built a car up from scratch. Here's an ordinarily difficult car that you'll find is easy to build and a thrill to operate.

Full Size Plans HO Gauge 3.5mm = 1′

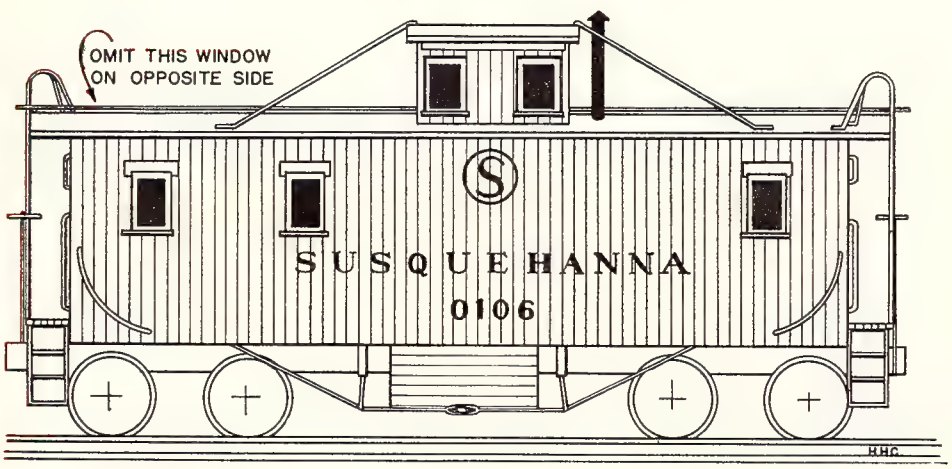


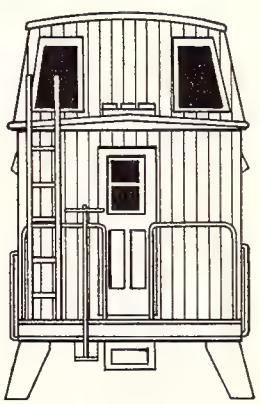






ALL PARTS SHOWN FULL SIZE HO GAUGE





A CRUMMY FOR BEGINNERS

BACK in the days when HO gaugers still wondered if OO would ever take over completely, most HO cars were built largely from cardboard and wood. In fact, at one time a few of the pioneers even made fully equalized trucks from cardboard which were surprisingly smooth in operation. (Would any readers be interested in plans for those trucks?)

The car presented this month has been specifically designed for the beginner and generally utilizes the same materials used back in the early days of HO. It's simple to build and yet requires a little more skill and know-how than merely shaking a kit-box and rolling out the finished product.

The Body Construction

Start the car by cutting out all of the sides and ends from filing card stock or bristol board (obtainable at art supply stores). If preferred, you could substitute precision shaped siding, otherwise it will be necessary to scribe the vertical planking into the bristol board. The cutting of these parts is done most easily with a fine knife such as the X-acto. You could also use a single edged razor blade and one old timer, known as Stumpy, even used double edged blades!

Make all of your cuts by guiding the knife with a metal edged rule as your cuts will otherwise be irregular and sloppy. Note that for each wall section, on both the body and the cupola, there are two thicknesses of wall. The outer wall has the scribing and the large window openings while the inner sides have the window frames. An allowance has been made in the drawings of the parts so that the ends are slightly smaller than the car body. This is to compensate for the thickness of the sides, which otherwise would make the car wider than it should be. If you use a heavier stock than that recommended it may be necessary to narrow the end pieces even more.

Cement the inner sides to the outer sides and then let them dry under a heavy book so that they will be flat and free from any air bubbles.

The floor is cut from a piece of ⅛" thick bass or pine wood. Your hobby shop can supply this material if you don't care to cut out your own. Cut out the openings as indicated for the steps in each corner. We can now cement the sides to the floor after which the ends are inserted into place. Cement a tiny piece of celluloid behind each window to represent glass and, if desired, some strips of wood may be cemented in the corners to give extra strength inasmuch as there are no wooden ends to this car. Actually, this isn't as necessary as may seem indicated since the author had a caboose of this type on his layout for over 10 years which had no bracing and it was still in good shape when sold last year.

The roof is cut from stiff bristol or file card, scored down the center and cemented in place. A piece of pine or even balsa could also be used for the roof in which case it would be necessary to bevel each side of the roof slightly to the slope shown in the end views; beveled stock is also available at hobby shops.

The cupola is assembled next, celluloid inserted for the windows, and a roof cemented in place on top made of bristol. That completes the basic body.

For the roof walk, cut strips of bristol into widths of 1/16" and cement three next to each other on each side of the cupola. If preferred, a commercial roofwalk may also be used.

Since the rest of the detail on this model is rather fragile, we'll add the underbody detail next. A piece of pine or bass strip ⅛" by 3/16" is cemented to the bottom of the car. The exact length will depend on (1), the type of couplers being used and (2), the type of trucks and bolster to be used. Trucks and coupleres may also be screwed in place and here it is very important for good operation that the screw holes be in the exact center of the car.

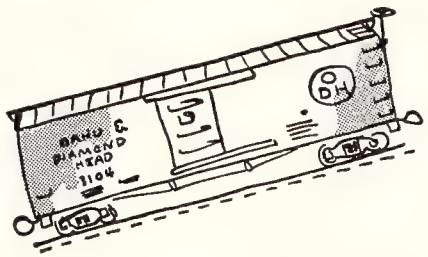
The steps are fashioned from bristol. Although rather fragile looking they will be quite sturdy and take an enormous amount of punishment. Bristol steps in HO are actually much stronger than the prototype's metal steps—proportionately that is!

All grab irons are bent to shape from "hard" piano wire, as are the hand rails and truss rods. Queen posts are now available for HO and are worth the expense although pins will serve the same purpose and also look good. The end sills are pieces of precision shaped shallow channel. Drill tiny holes with a small drill (about a #65) and insert the handrails, then cement in place. Other detail; brakewheels, stack, cupola bracing, ladders and window sills should also be added at this time. Paint the car tuscan red and letter in white.

Susky's cabooses originally looked like this old Erie hack, one of a number still employed by the Erie in branch line and in non-revenue service.

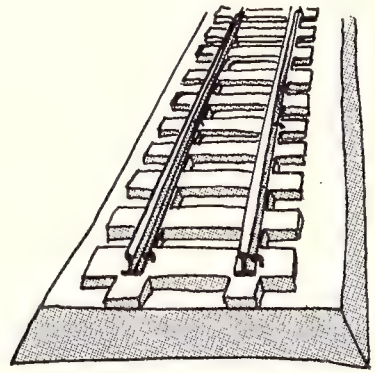
REALISM DESTROYERS

by Old Grumpy

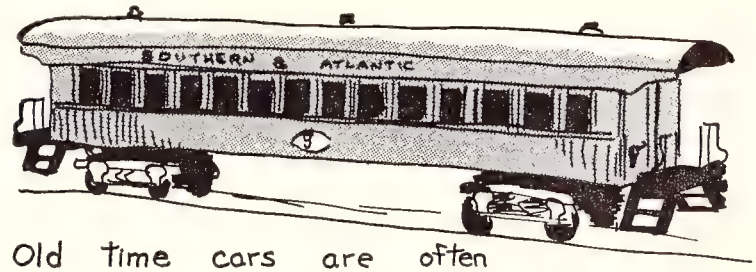


Do your cars need ladders, grabirons, brakewheels, decals, underbody detail or coupler adjusting? Better check.

Fill scenery cracks with spackle and dry earth colors.

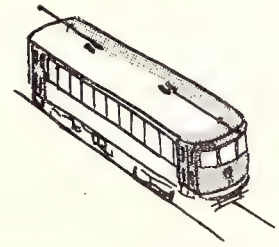


Scale or tinplate? Prefab track is terrific but make it look real by adding ballast.

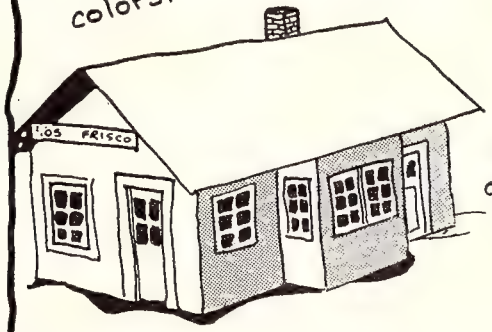


Old time cars are often anachronistic with wrong period trucks, lettering and other details. O gaugers should use link & pin couplers.

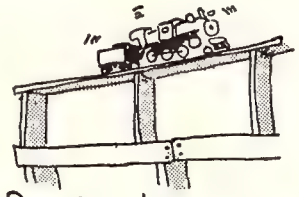
This is a tree?



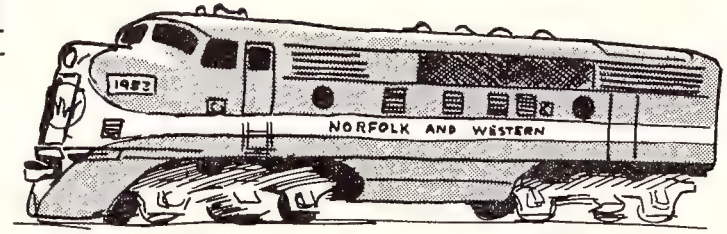
"2 Rail" trolleys - What makes them go?



Foundations and cellars give buildings a permanent look.

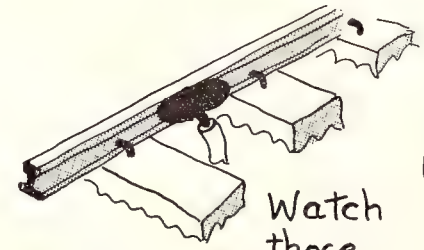


Running 10 years and still no scenery!



Decals are swell ~ but use them correctly.

(P.S. Apologies to all die hard steam fans, but it does prove a point.)



Watch those blobs of solder!

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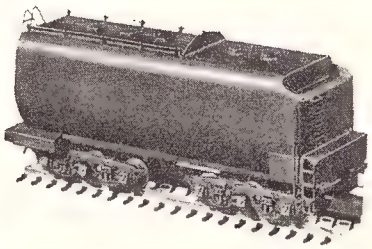

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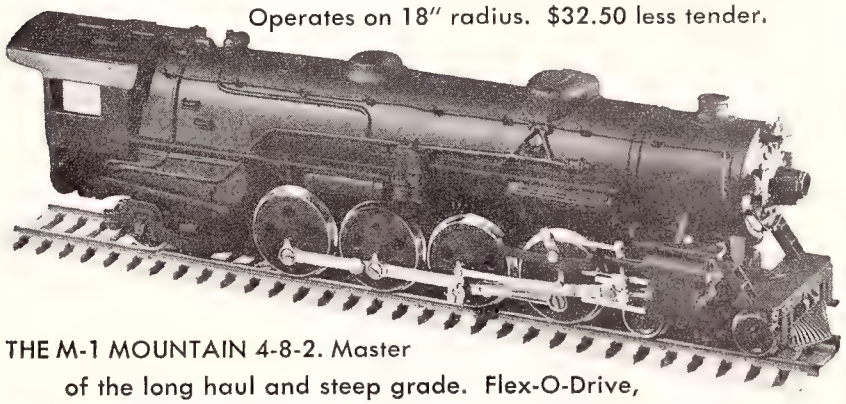

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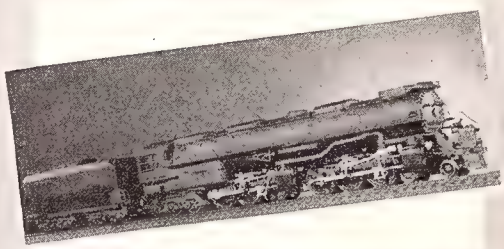

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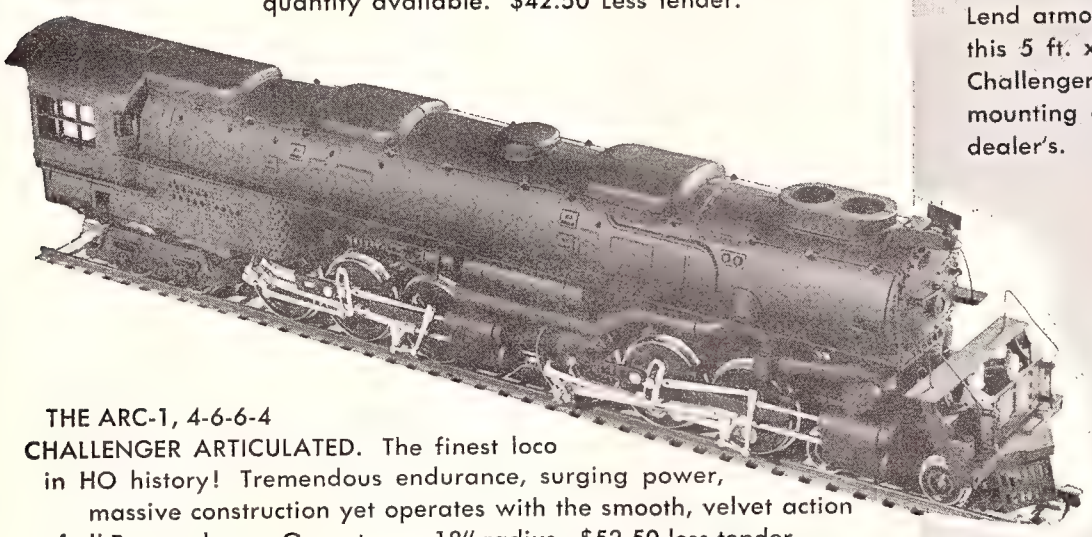

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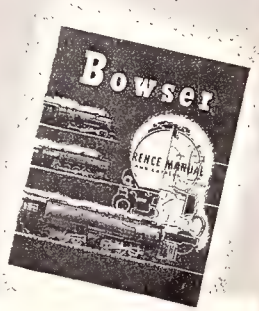

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Our new Dynamometer car actually has a scale to indicate the pull, in ounces, of your engines. A pair of dials are set just inside the sliding doors, one-half inch in diameter with indicators just slide the door open on either side and you can read the pull your loco is making. The car is all metal construction, stamped metal roof and sides with sharp clear rivet detail, die cast ends, small castings, and, of course, the most beautiful diecast floor with a wealth of underframe detail. All parts are oxidized black or painted and there is no touching up to do afterwards. Dynamometer is lettered on the sides. Assembling is a matter of minutes and so simple that your 10 year old son could put it together and yet it will make the most professional looking job you have. Strictly a screw driver kit and last but not least, it comes equipped with the smoothest rolling sprung passenger trucks and Devore auto couplers.

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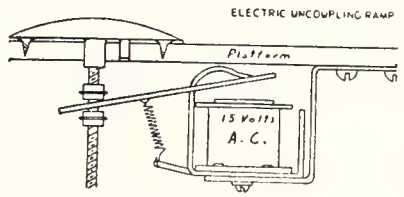

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R.M.C. FEATURE #7
DISPATCHER'S REPORT

The Silver Streak 0 gauge plastic C. P. Huntington has been powered, converted into a 4-4-0, and in many cases, been repainted and super detailed, but when is somebody going to make an inspection engine out of it, such as the "Star" written up in RMC a few years back by Warren Crater . . . Mantua due to release a new HO trolley with a magic power supply no doubt to be aimed at the tinplate field. Should be interesting. Their new $9.95 Booster already creating a sensation OO manufacturers have all but faded from the scene yet every so often you'll bump into one of these die hards and darned if they're not the eagerest enthusiasts ever. Have yet to find one who doesn't have a terrific pike that really operates. Hear that they can pick up used equipment for a song, too . . . Most useful power tool for any hobbyist is one of the small electric drills. You can do almost everything with them. But first get a pin vise and a complete set of small drills . . . New Bachmann plastic houses are beautiful. Seem to be scaled midway between TT and HO and are suitable for both. . . . New NMRA yearbook is out. Lists many of the active railroad modelers throughout the country. Are you listed? . . . Have you been wanting to get into the lucrative model railroad manufacturing business and make a fortune? The cost of tooling up for an engine or even a car today is terrific. Dies cost up to $5000 and more . . . Wonder when HO tinplate is going to make its appearance with American made equipment. American Flyer had such a line but it has been temporarily discontinued. In Europe, HO tinplate is very popular with complete lines being made in many countries but notably Germany and England. Some 0 gaugers we know claim that much HO scale equipment is already tinplate since kits can be assembled in minutes! . . . Neatest model railroad we've seen in quite a while in regards to both scenery and operation is the TT layout of RMC's Glynn Lewis . . . And while on that track—neatest HO line we've seen operated by a club is the Bay Ridge Society's railroad in Brooklyn . . . Diesels are taking over fast on our prototype railroads. The New York Central is now dieselized completely on the West Shore River Division, and also on the Putnam, Harlem, and Hudson Divisions. They're using growlers from all manufacturers; Lima-Hamilton, Baldwin, B-L-H, Alco, and Fairbanks-Morse, for their commuting service. The Lima-Hamilton sport SP type angled number boards on top of both ends . . . Morristown & Erie now dieselized as are the Hoot, Toot & Whistle, Rahway Valley, and Unadilla Valley . . . Many short lines using the popular GE 70 ton diesel; including the Unadilla Valley, Barre & Chelsea, Rahway Valley, St. Johnsbury & Lamoille County . . . This engine would be a natural for Pittman's under-the-floor trucks. The engine is simple—would cost relatively little to tool up for (it could even be a wood or plastic model) and could take sharp curves. Would look good in HO too . . . Bay window cabooses creating a stir in the east with the New York Central now running them into Weehawken. A change in NY law has made the change possible. Now the Erie is exhibiting a demonstrator bay-window caboose . . . Old time fans in HO have a nice selection of motive power: the Mantua "General" and "Belle," the "Brass Betsy," and another 4-4-0 by International. Cars are even more plentiful . . . Is anybody still using Megow's old stamped metal trucks? If they are they should get a medal . . . Many model airplane kits (if you're in-

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terested) are available in ¼" scale. They make good freight car loads . . . NMRA harping quite heavily on the HO coupler situation. Fans equipped with one type that work hate to switch to another type just for the sake of changing. Many cars are difficult to convert and converting costs money . . . RMC's blueprints creating quite a stir which has the editors pondering something new!!! . . . New York Division Electric Railroaders Association is jammed with model tractioneers. They want to see a reprint of the famous Lake Shore interurban blueprint which appeared in the March '40 RMC and which, they claim, can not be bought anywhere for blood or money. What say? . . . Incidently, Herman Rinke, ERA's guiding light for many years finally got married. Hear the gal is another trolley bug . . . More than one model railroad club having difficulty staying in business. Troubles seem to be too many generals and not enough privates. High dues also create a problem. Why not let in "junior" members? These fellows often can do as good work as their elders and regretably, are often kept out of the model clubs. A number of clubs are doing a wonderful job with their "junior members" . . . In case you didn't notice, RMC is now using a much more readable type than formerly and is also using color to make your reading and building easier and more enjoyable—another reason why RMC is still your best 35¢ buy in model railroading . . . If you didn't get any of those colorful car decals yet, better hurry. Can't think of a better way to let people know you're a nut, too. They've been made available by the Eastern Model Railroad Manufacturers and are available at most hobby shops, 2 for 25¢ . . . RMC's art director's son, Chipper, aged 3, goes crazy at the sight of trains. That's what we call breaking them in early . . . Not too cold yet to take a weekend railroad trip, either with or without a camera. Diesels lend themselves quite naturally to color, offsetting somewhat their lack of "personality" that steam fans are always harping about . . . Narrow gaugers are mourning the imminent scrapping of most of Colorado's narrow gauge trackage. The RGS is being ripped up, having ceased operations in December. Wrecking trains started running in August. The D&RG has applied for abandonment of the Gunnison line and several branches, leaving only the Salida-Monarch line which would be standard gauged . . . Many modelers rush construction too much, resulting in shoddy, sub-standard models. Take your time and put on all the detail that the kits give you and then add some more . . . New Penn Lines engine is the Pennsy (what else) L-1 mikado. Lehigh & New England fans can letter this engine #503 since the L&NE had one as late as 1949 . . . One of the larger O gauge manufacturers rumored to be preparing a new line of super detailed plastic freight cars, gondolas coming first, for scale and tinplate . . . Pittsburgh model club's newsy Bulletin always interesting; another reason why it pays to belong to a club.

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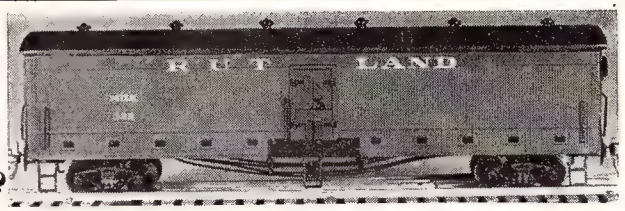

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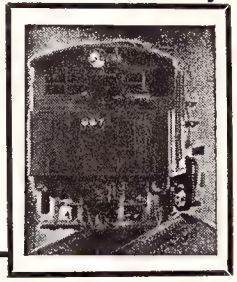

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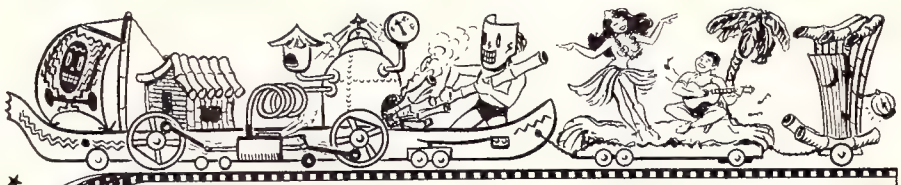

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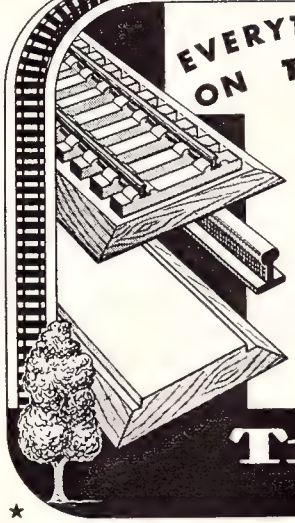

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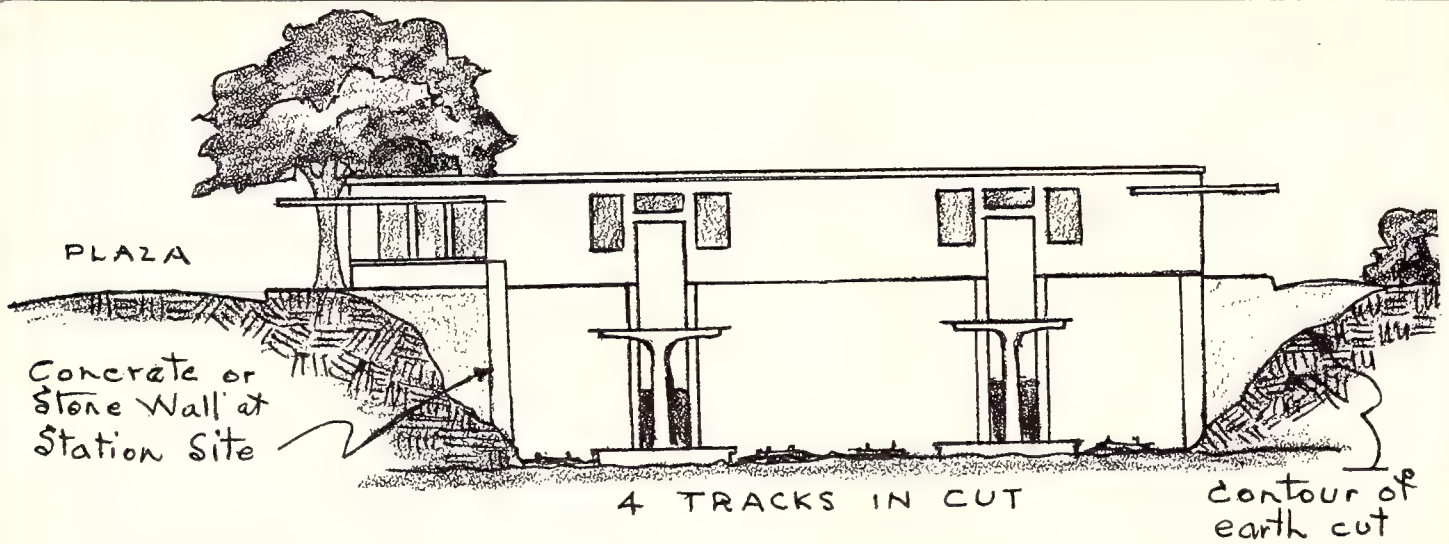
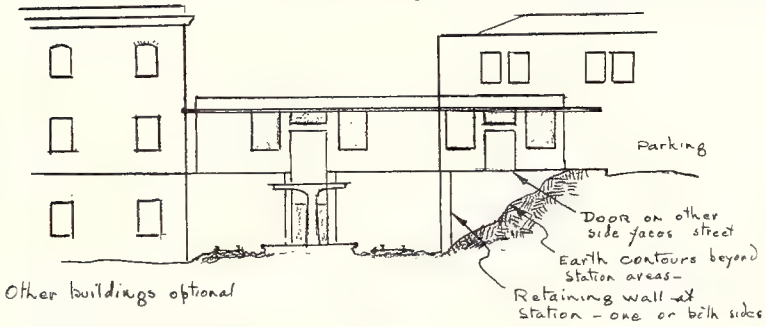
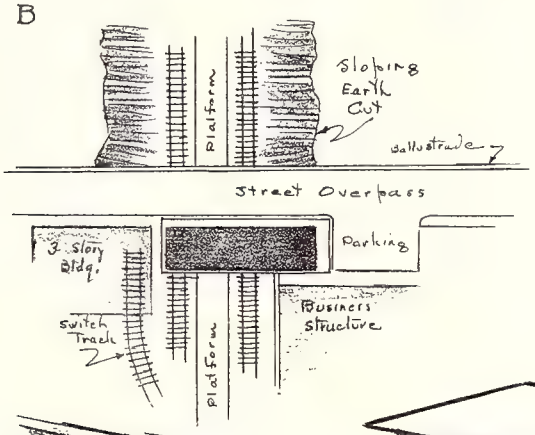


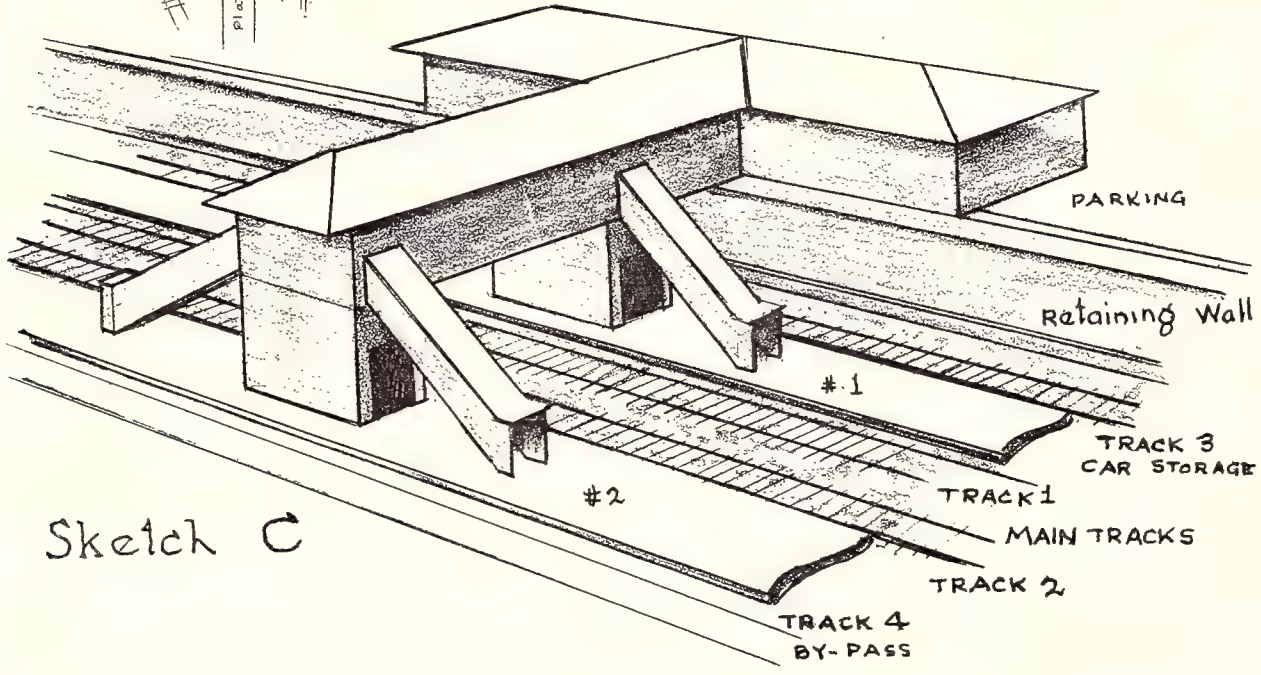
Sketch A. Ticket office, etc., at left. Waiting Room and Concourse over tracks


Parking
Door on other side faces street
Earth contours beyond Station areas–
Retaining wall at station – one or both sides
Other buildings optional

Sketch B



Your passenger station will take on a more realistic appearance if equipped with an overhead concourse. This versatile structure can serve a variety of uses; readily adaptable to any gauge or space restriction, it will step up action on your pike. A complete building sequence is shown in photograph form; dimensions, which you can readily change, are shown in the plans. Why not duplicate this project yourself.



Sketch C

An Overhead Concourse

By Frank Ellison

Platform sheds are characteristically long and narrow; often bare and empty-looking, as any bird's-eye-view picture shows.

As most models are seen from the bird's point of view, we submit the overhead concourse you see here to break up the severe lines, to pep up the station scene, give it a feeling of action and, by implication, the hustle and bustle that would flow through its passages at train times. It requires steps or ramps descending through the roofs of the platform sheds. It usually needs elevators for the movement of baggage, mail and express, too. Smoke-spouting engines pass incessantly beneath its floor and stain its walls with soot. Interior lighting illuminates each pane of glass and silhouettes their delicate mullions. I believe that all of these things suggest life and movement, and by so doing, they increase the interest in the station scene.

Our concourse pictured here leads off from a large terminal station and, together with the platforms, it is merely a secondary facility of a big terminal. Few model pikes are large enough for such a big station but, without altering any of its basic dimensions, the concourse can be featured in a dozen different ways. The sketches on these pages show how easily it can be used effectively with many variations of track and topography.

Fits Many Sites

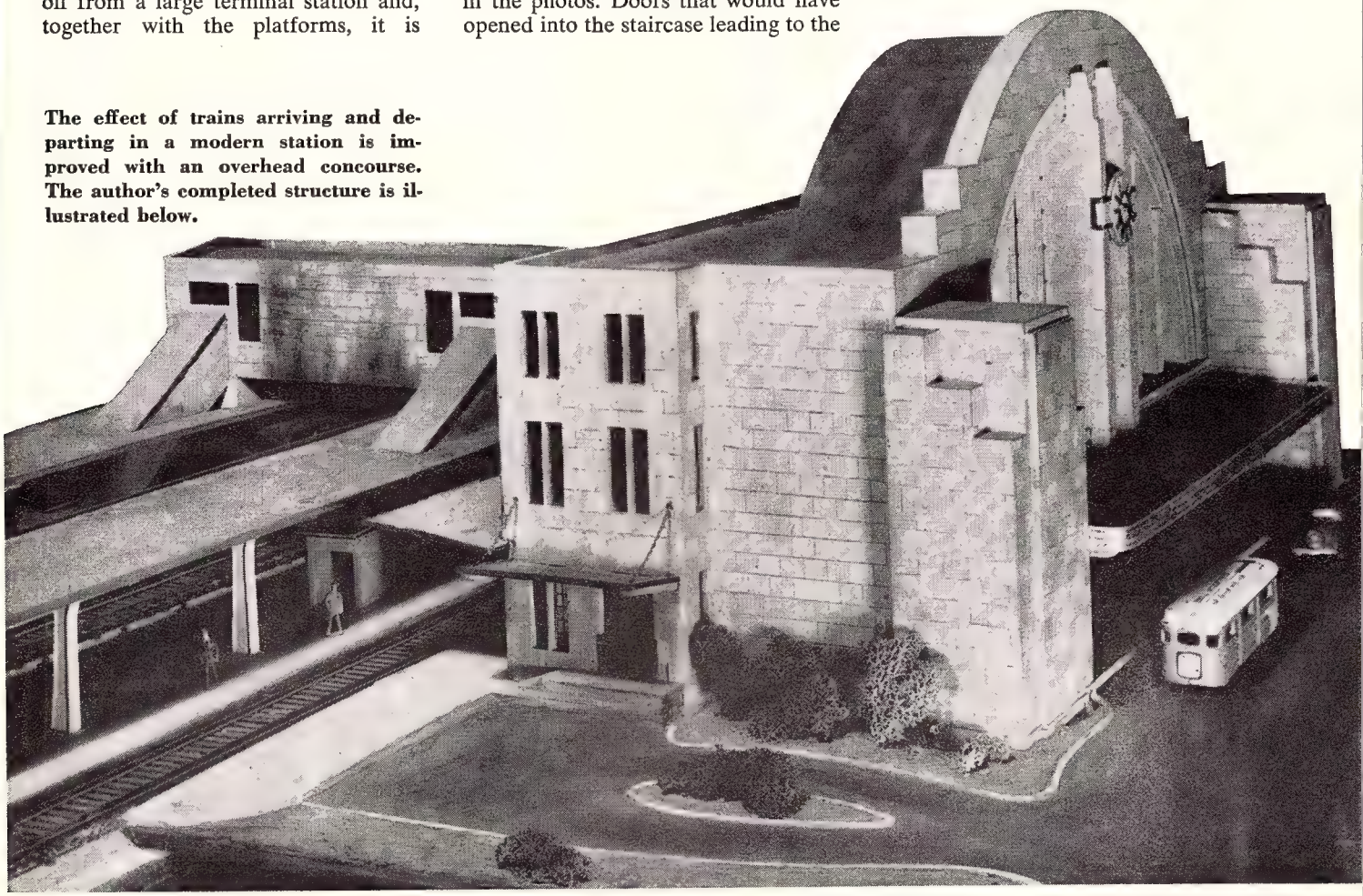
Sketch A shows the same concourse standing at the crown of a hill and bridging two platforms and four tracks running through a cut. A separate station structure is omitted entirely and the concourse is simply lengthened a bit to left or right to include the ticket office and the baggage room; the concourse itself is a waiting room.

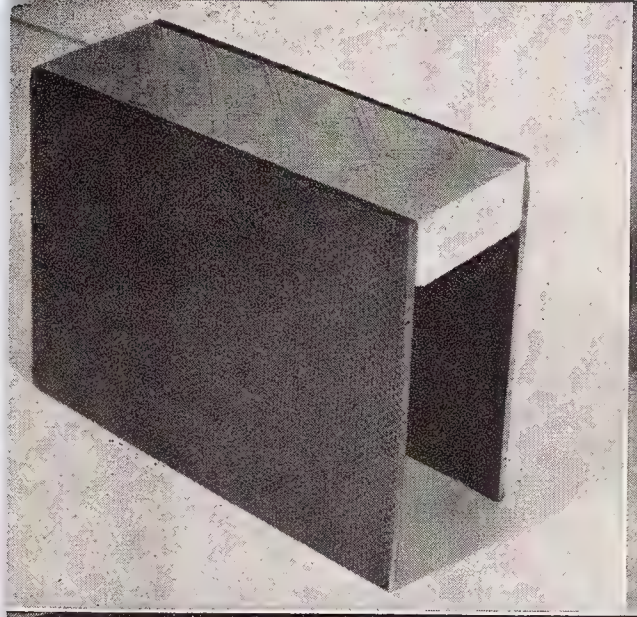
Sketch B suggests a smaller version combined with a street overpass. It spans a single platform between two tracks, one of which may be a main and the other a side track. Its dimensions are the same as given for the one in the photos. Doors that would have opened into the staircase leading to the omitted platform now open onto the street.

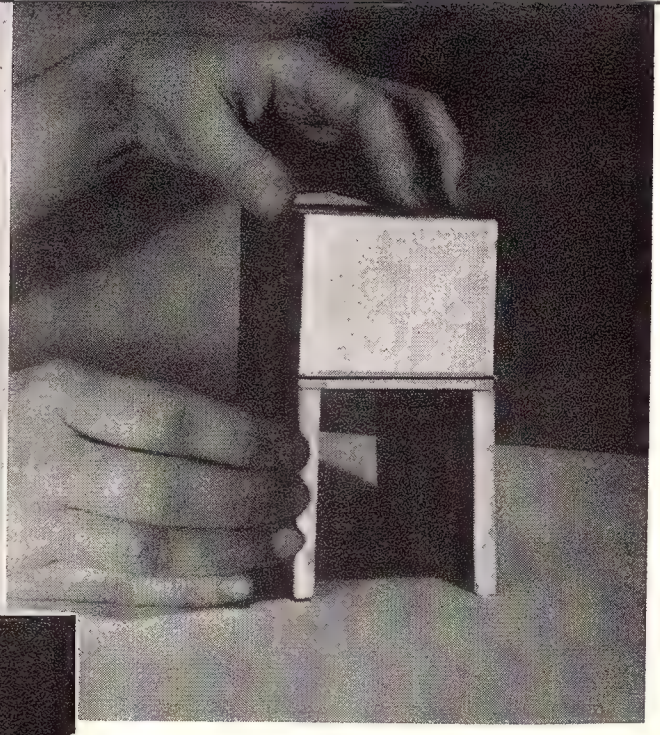
Sketch C shows how it can be adapted to a standard commerical station standing on a bank. The concourse juts out from the bank like a flying bridge and spans three or more depressed tracks. Its wall parapets have been lowered and the roof extended to overhang the walls to match those of the kit. Umbrella sheds are optional.

Each one can be finished off by a few simple changes in architectural lines, its walls and roofs representing different materials. Sketch A, for example, is in the modern manner with a typically flat or low-pitched gravelled roof behind parapet walls. Cantilevered canopies standing over the sidewalk at the ends are also flat to accent its horizontal lines. 1/8th inch slabs of masonite will make the sheds and you can trim the edges with bright foil to imitate chrome or aluminum. Its walls, let's say, are pressed brick or

The effect of trains arriving and departing in a modern station is improved with an overhead concourse. The author's completed structure is illustrated below.







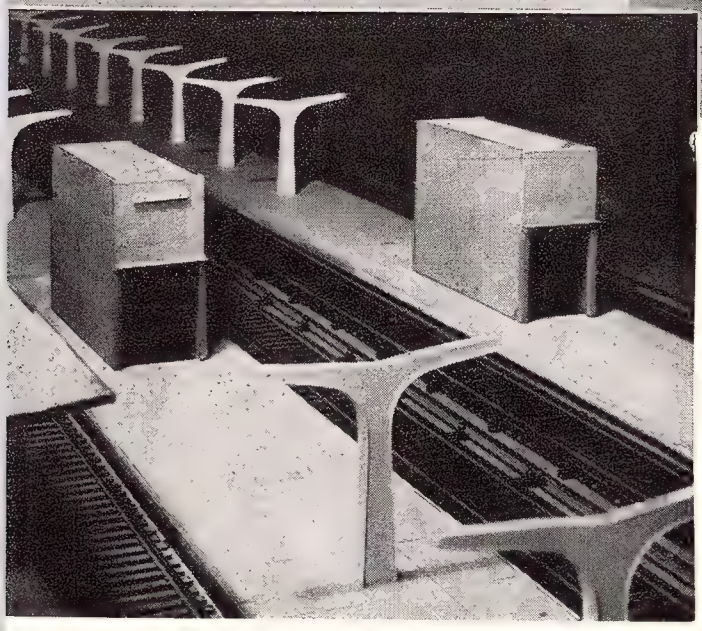


Photo #1: The roughed-out elevator shafts are simple box-like structures made by cementing and nailing two rectangles of masonite to a rectangular wood block. See next page for sizes.

Photo #2: The ends of the shafts are covered over in the upper areas with Strathmore or other heavy illustration cardboard. The height of the doors is ten feet; make door frames by fitting small strip wood around the apertures, glued in position.

Photo #3: A close-up shows elevator shaft in temporary position ready to receive the concourse unit. The small wood cleat at the end near the top will support the upper ends of the staircases. Paint black rectangles on platforms within structures to suggest holes to a baggage subway. Stairs can be added.

limestone blocks—printed papers to be cemented to the walls, or hand-painted directly on them, depending on your ambition and aptitude.

If you choose, the little station in Sketch B can represent Old English timbered walls arranged on modern lines and combined with textured bricks or rough plaster. The Canadian Pacific has built some small stations in this style, but if they seem too arty for your pike, cover the walls with brick paper and make them grimy with an overlay of very thin VanDyke brown stain. The concourse in Sketch C is represented as a frame structure with weatherboard walls and slate roof to match the station kit.

None of them require any more area on the train bench than you would grant an ordinary station and platform, some less, since nearly all of the construction is overhead. In fact you can actually save space by inserting the station between two loops of track, each one at different elevations. You can then set up the fiction that the station is a junction for the exchange of passengers (1) between two standard trunk lines, (2) between a trunk and its feeder branch or (3) between a standard railroad and a city street car line with a trolley meeting all trains. All are prototypical.

Three Simple Parts

The concourse is built in three stages: the concourse itself, its supporting piers and the staircases leading to the platform. Fitting them together is a neat trick, so it is best to build blanked out units first, omitting their detailing until you have made a trial assembly.

While the dimensions of the concourse may be varied to suit your site and taste, the one in the photos is 24½ feet wide, 85 feet long and 17 feet high—outside measurements. It has a wood floor and ⅛th inch masonite walls for rugged strength.

Elevator Shafts

Actually, the elevator shafts are piers to support the concourse. Consequently they rise through the umbrella sheds to the bottom of the concourse floor. Their height therefore depends upon how high above the rail heads your concourse will stand. This will vary according to station site, but in no case should it be lower than 20 feet—and that's what ours is. Acting as supporting piers, their length must be equal to the width of the concourse, which in our case is 24½ feet. Their width is 12 feet and this can be scaled down to allow for passageway around them if your platforms are narrow. So you have considerable latitude with the dimensions. Construction is elementary, as the photos show.

Staircases

You can omit the covered stairs and build actual flights of steps and hand railing, but there are two of them leading to each platform. Enclosing them saves considerable detail modeling without sacrificing any realism. The staircases are plain rectangular boxes 7 feet wide by 8 feet high, having sloping floors and roofs of thin box wood,

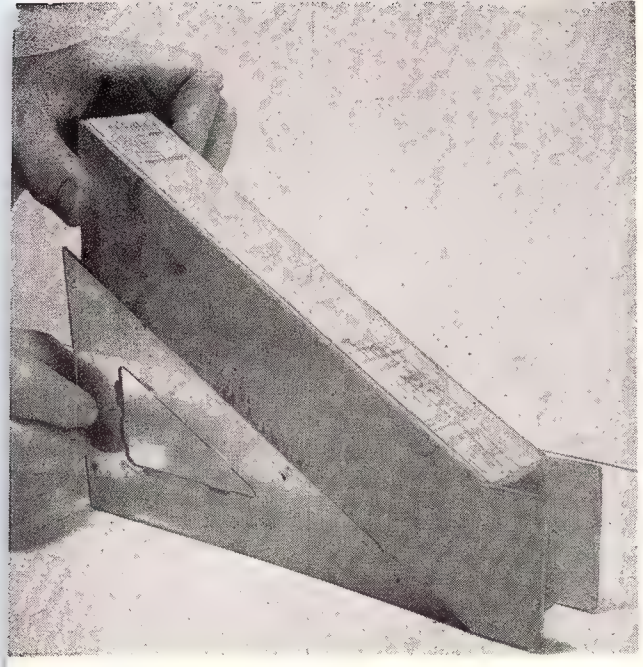


Photo #4: (left) Extend a line from bottom edge of the 30° angle at lower right to level the portal area at platform. Then with staircase resting on triangle, extend the line of the 90° angle to mark the perpendicular ends at the top. This will indicate where the height of stair floor equals concourse.

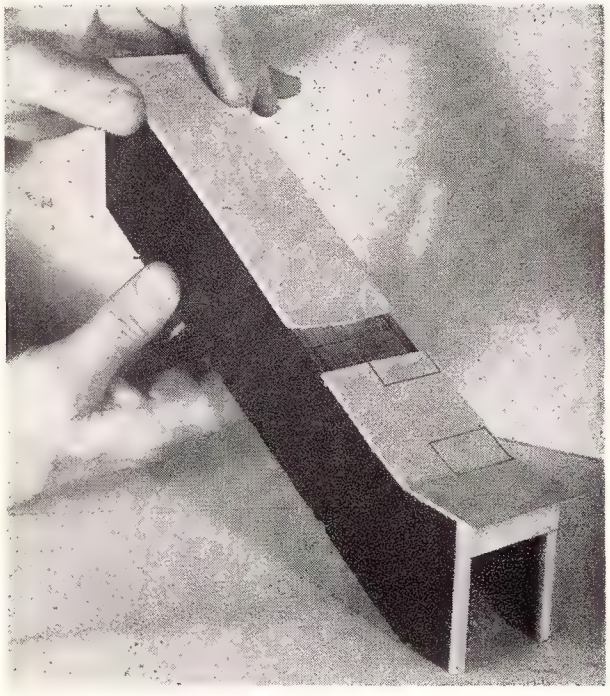


Photo #5: Frame the lower portal with heavy art board or thin strip wood as at right. Cut roof strip from art board to overhang staircase a little. Score and bend it at the angle formed by lower portal and cut off where it reaches platform roof. That portion extending above platform roof is later cemented in place.

to which cardboard side walls are cemented and bradded. The walls are shaped to give the stairs a realistic angle of ascent and photo #4 shows how to use a 30-60-90 degree triangle to shape their top and bottom ends, and to determine their length.

If you look closely into the platform doors, you will notice the absence of steps. Photos are more revealing than actual models. Thousands of visitors who have seen Delta Lines have failed to notice this omission in the model. But if you wish you can make a few steps at the bottom where they can be seen. Easy as pie. Make 'um like this:

Steps in a Jiffy

Fold a narrow strip of stiff typewriter paper into accordion pleats and crimp the folds sharply. Then stretch the paper to open up the pleats at right angles to each other, cement them to the inclined floor—and there's your steps. The folds should be alternately narrow and wide. When opened out, the narrow ones will become the risers and the broader ones the treads. To assist in making them uniform, rule guide lines across the strips to mark the folds, then bend the paper over a thin straightedge.

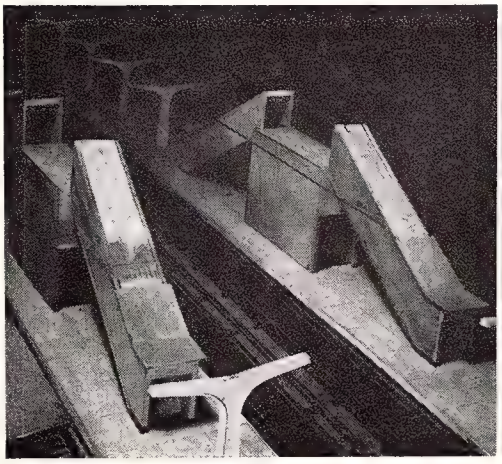
Before cementing to the inclined floor, apply cement to the under side to stiffen the folds. Then apply cement to the floor, press the steps to the cement, adjust the folds until all are alternately perpendicular and horizontal and fasten with pins till glue sets.

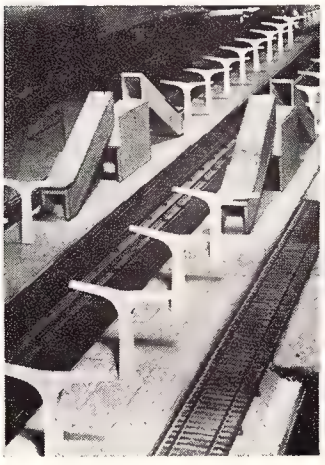
If they are to imitate concrete steps, paint them medium gray; if wood, whatever color you choose; but be sure to smudge them liberally with black as if dirtied by constantly shuffling footsteps.

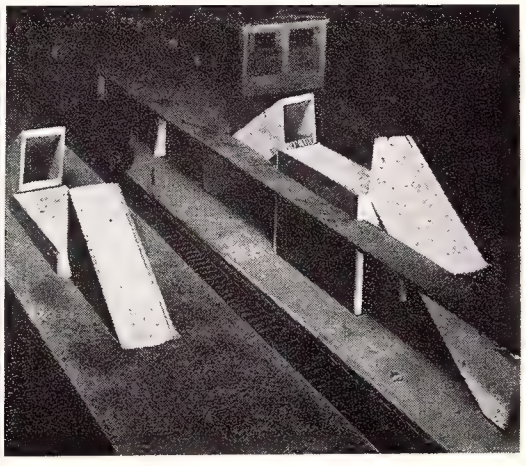
Photo #6: Rest stairs on cleats shown in #3. Black horizontal lines mark height of platform roof. Line on stairs determines length of hold in roof. See #8 & #14. That on pier marks place to cement a cleat to support the roof.

Photo #7: The location of the overpass in the overall scene shows the baggage elevator shafts and next of four partly completed staircases grouped on the platform in the midst of the umbrella shed supports, ready for test.

Photo #8: Follow directions on page 39 for cutting holes in platform roof, then drop roof over stairs and piers to rest on platform columns. Holes should make snug fitting joints. If too large, mask as in #16, after final assembly.







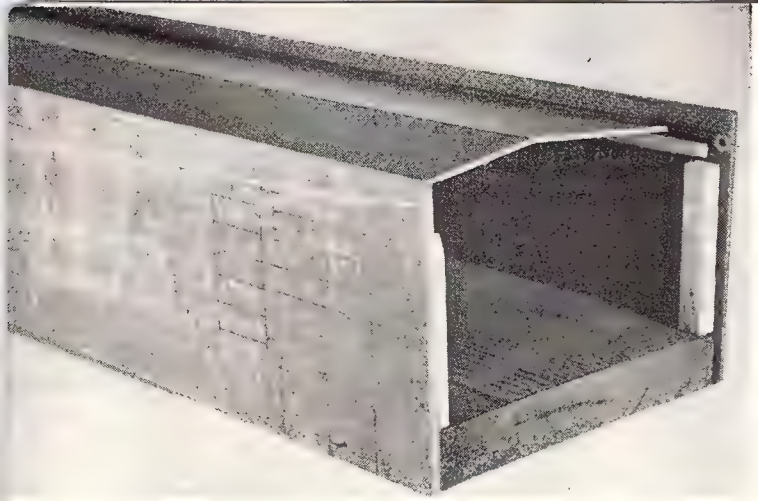


Photo #9: Concourse is built around a plank. The walls are ⅛″ masonite. Roof is stiff artboard supported by wood cleats and is removable for access to interior light. View (at left) shows outer end with end wall removed and windows sketched in place.

Photo #10: Insert roughed-out concourse and see that the joints with other units are as invisible as possible. Draw outline of staircases on walls as a guide for locating windows. Then dismantle walls and lay out window apertures, using dimensions of windowpanes in #13 to determine the size.

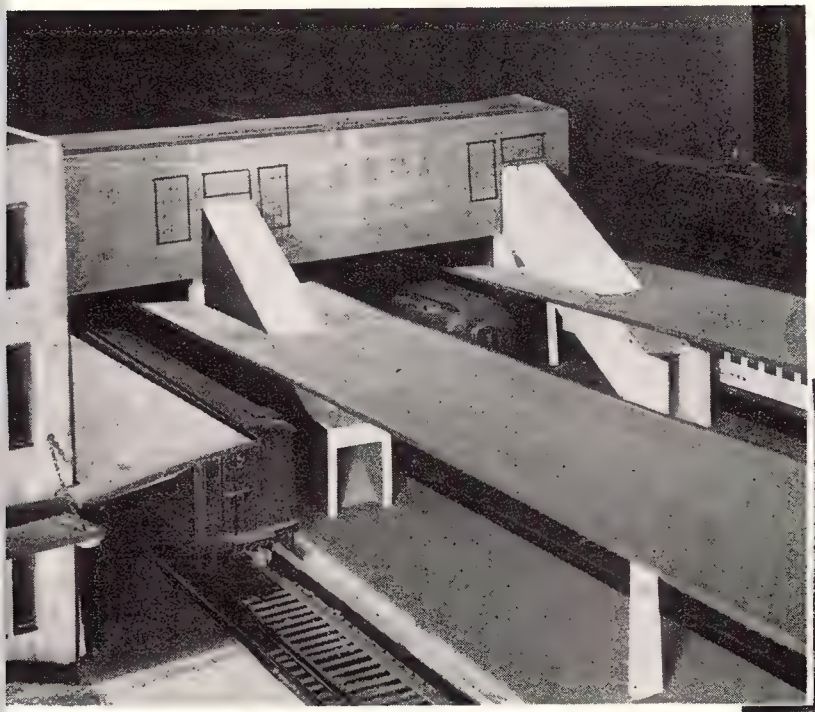


Photo #11: Insert the wall of structure in a vise, drill pilot holes in window corners and then saw out apertures with a compass saw. Smooth edges of holes by filing to guide lines. Use a mill file and stroke in one direction only. Remove remaining fuzz at the edges on each side of wall by tilting file slightly.

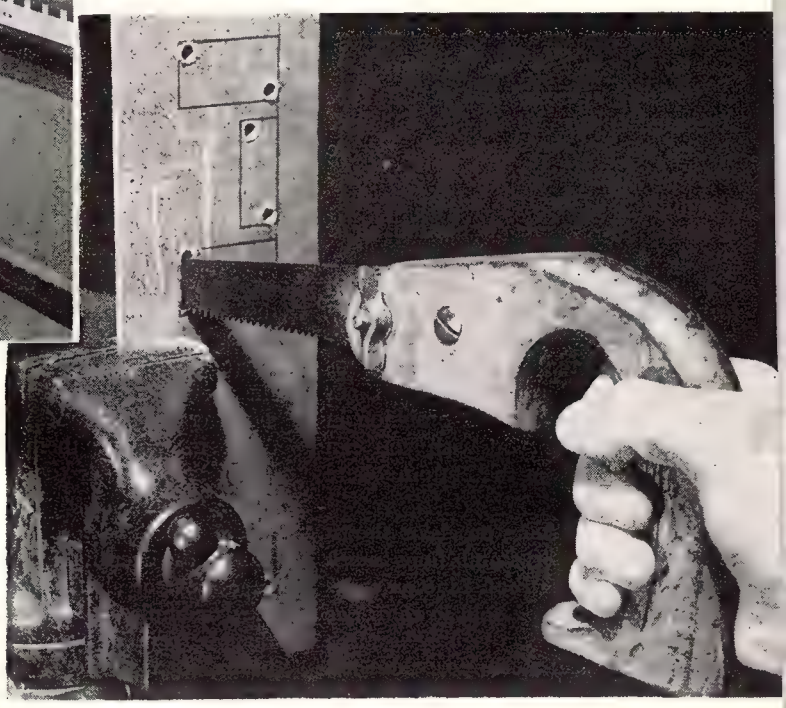
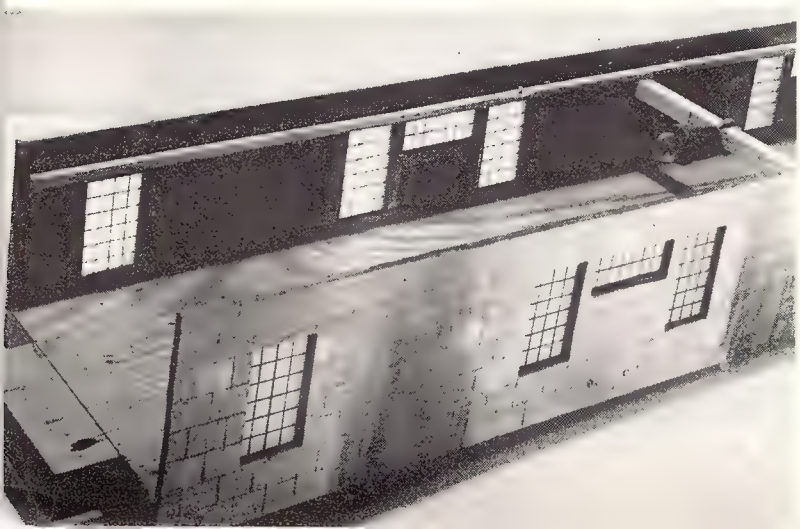
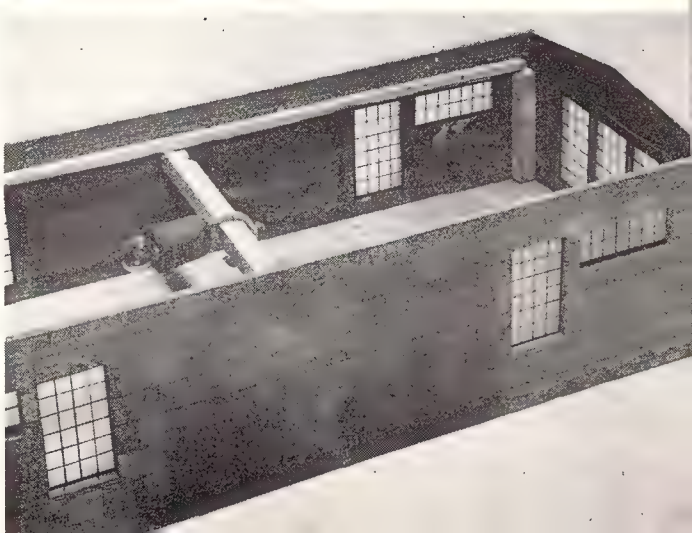


Photo #12: Inner end of concourse shows the tongue and cleat on floor used to lock unit to station wall (see Break-away joint in text). Gray limestone blocks are hand-painted. Pencil lines imitate mortar joints. A candle can be used to smoke the walls over all tracks.

Photo #13: Trace window apertures on frosted acetate sheets. Divide sash into panes, then rule the mullions with black ink. Panes are 12″ x 15″. Cement sash to walls, then cement walls permanently to floor and to each other, add roof and corner strips, and cover with roof slab. Light socket is Christmas set.





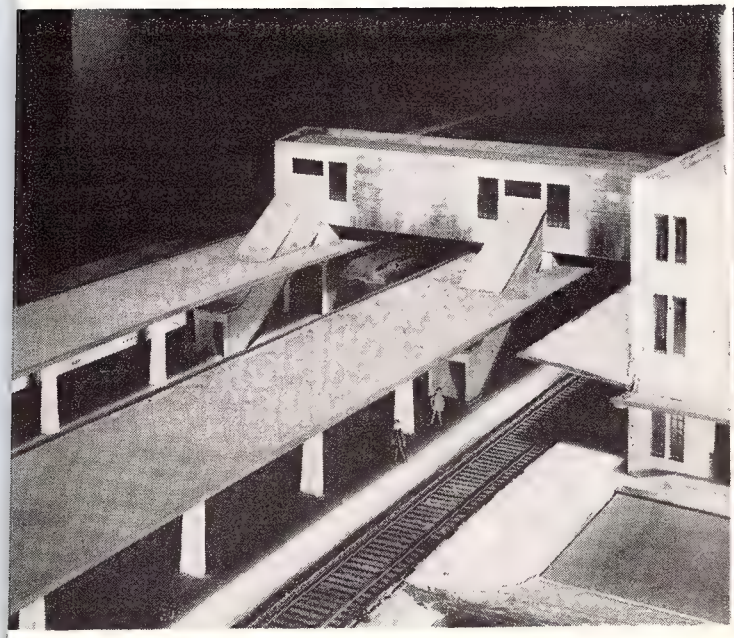


Photo #14: Hole is sawed in rear wall of station to simulate passage to concourse. Tongue and cleat on concourse floor (#12) extends into hole and the two units are held together in a break-away joint. Note hole in platform roof below to receive pier and steps.

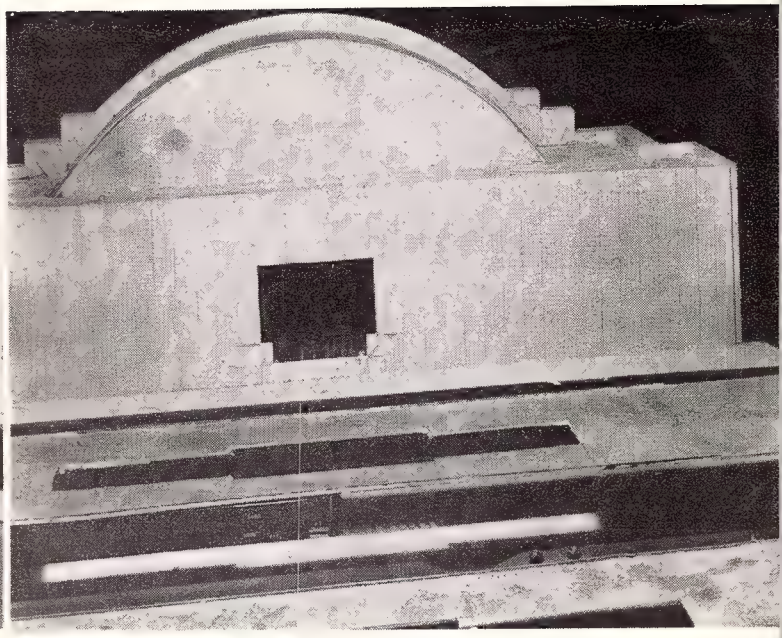


Photo #15: Cement pieces to platforms. Cement stairs to platforms and piers. Cement umbrella sheds to columns, stairs and piers. Concourse remains removable, disconnecting station and platform for access to tight corners. Platform can be removed.

Dovetailing The Units

Station, platforms, umbrella sheds, elevator shafts, concourse and staircases are all scattered around the train table, ready for a trial assembly, like a kid's set of building blocks on Christmas morn. Some of the fitting is going to be ticklish. Better make haste slowly. Here goes:

Remove platform shed roofs and stand the roughed-out elevator shafts on the platform as in photo #3. If you have more than one platform, adjust them so that their lines of posts are also lined up across the tracks. That's prototype, men. Also it's neat looking. Then lay the roughed-out concourse on the supporting piers (elevator shafts) and use a square to be sure that it crosses the tracks at right angles.

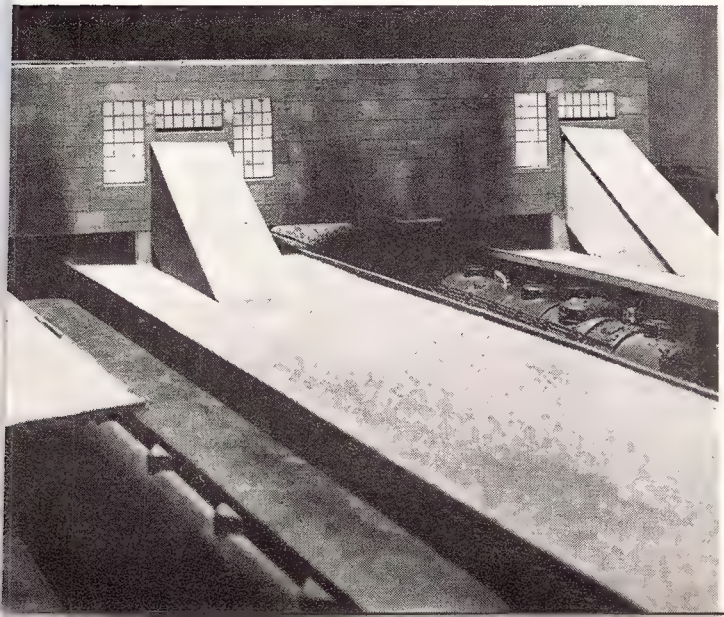
If you are going to fit it to a station house as in the photos or in sketch C, stand the station on its intended site with its rear wall abutting the open end of the concourse. Then trace the outlines of the concourse lightly on the station wall to locate its position. You may want to cut a hole in the station wall to simulate a passage between the two units and to improve interior lighting. The hole is somewhat smaller than the width and height of the concourse, but its bottom ought to be flush with its floor.

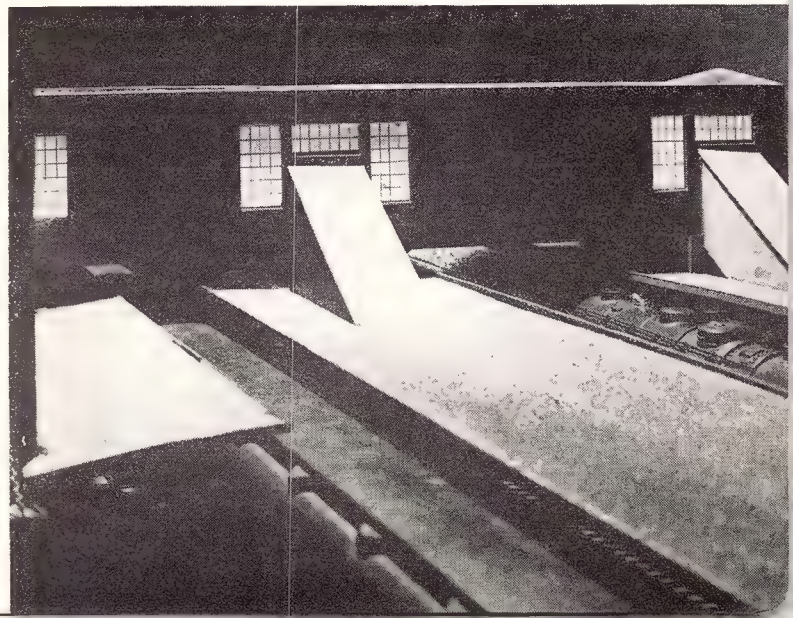
A Break-Away Joint

The shorter extension of the bottom of the hole shown in photo #14 is for locking the two units together in a come-apart joint so that the concourse can be removed if and when repairs are needed anywhere in the

Photo #16: Cement roofs to upper portion of staircases (refer back to #5) and cover any unsightly joints with gummed paper painted black to represent flashing. The staircases are green or other trim color; roofs are a deep Van Dyke brown.

Photo #17: For a striking effect, hook up miniature interior lights in stations and concourse to a lower-than-rated voltage to dim and produce a yellow-amber glow in windows. Then dip a few extra room lights in moonlight-blue lamp dye and douse all white lights.





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vicinity. A small tongue of wood at the end of the concourse floor (photo #12) extends into the hole. The cleat on the bottom of the tongue is a bit wider than the bottom of the hole and when tongue is inserted and lowered, it locks the joint. The concourse is not fastened to its concourse piers, but rests freely on them and is held in position by the staircases as in photos 7 and 10. To dismantle the structure, lift the concourse and withdraw the tongue from the hole

Locating Pier Holes in Platform Roofs

To plot these holes, remove the concourse and piers and lay the platform roofs temporarily in position on their roof beams, then lay the concourse across their tops in line with hole in station wall. Be sure that it is at right angles to the line of sheds and trace each of the side walls of the concourse across the shed tops. This gives you the length of the holes for the piers, and it is better than computing them by ruler measurements for it automatically compensates for any building inaccuracies.

Now remove the concourse and stand the piers on the roofs between these guide lines. Center them carefully, then trace the pier's side walls on the roofs. You will now have a rectangle on each roof locating the holes. Cut out with a sharp jackknife. Better slip the platform roofs over the piers now and re-assemble the concourse to test your accuracy.

Fitting Stairs Through Roofs

Dismantle the structure, fasten small wood cleats to ends of piers near top as in photo #4 to support upper ends of staircases and assemble stairs and piers as in photo #1.

Then find the exact height of the roof above the platform and rule a horizontal line across side walls of staircases at precisely this height. Photo #7 shows the line. The length of this line from pier to inclined top of staircase will be the length of the stair hole. Mark it on the platform roof and cut out the hole. Center the hole on roof, its width equal to that of the staircase. The holes in each platform roof will resemble that in photo #14.

TEENAGERS ROUNDHOUSE

Conducted By Gus Frisco

A lot of photographs of model railroads I have seen, including quite a few that Mr. Thompson turned over to me for possible use in this section, are really not very good. Many are blurred, many are too dark, some are not of much interest. If you go to a school that has a photography course (mine does—you probably know all this already.)

Blurring is caused by one of two things. It may be that the camera moved or the subject moved during the time exposure. When taking a time exposure be sure all vibrating fans, motors, etc. are stilled, and that nobody even walks nearby. To be sure pictures are in focus, measure accurately the required distance (given on the box) from portrait lens to nearest part of the model. Then "step down' your camera to the smallest opening, turn on your flood lights, and take your time exposure—five to fifteen seconds usually works out.

Too dark pictures can be corrected with more light. You can take photos with ordinary 100 watt bulbs in reflectors, but use of photofloods makes the job much quicker. Flash-bulbs are quite expensive when used on models which can *sit* for time exposures. Do not take indoor pictures with sunlight, because with just the one light source, the usual result is a moonlight effect! If you take your models outdoor to snap them, do it when the sun is not too high, so the underside will not be in shadow. Sheets of white cardboard can be used to reflect light.

Alex Manning, Concord, N.H. has trouble with his HO gauge automatic couplers. He says they are not automatic in either coupling or uncoupling in spite of careful installation. What to do? . . . He uses the same kind I do, Mantua, and mine work o.k. In fact they can't miss if cars are carefully adjusted so that couplers are at the same height. I use a little block of wood to get all mine alike, but Mantua does make a gauge for the purpose. You can put spacers under the coupler pocket (bits of paper or cardboard) to lower the coupler, or washers on the truck mounting screw to raise the coupler. Bending the coupler doesn't work too well except for very little differences in height. They just can't miss. Mine work fine, even on a 16" radius curve. If this doesn't work, Alex, write giving your trouble in more detail.

• Make stained glass for church windows as follows: Take blank cut film and, with india ink and a crow quill pen, draw in the design desired. When dry, add your transparent or translucent colors with a brush, using any of the following coloring mediums:

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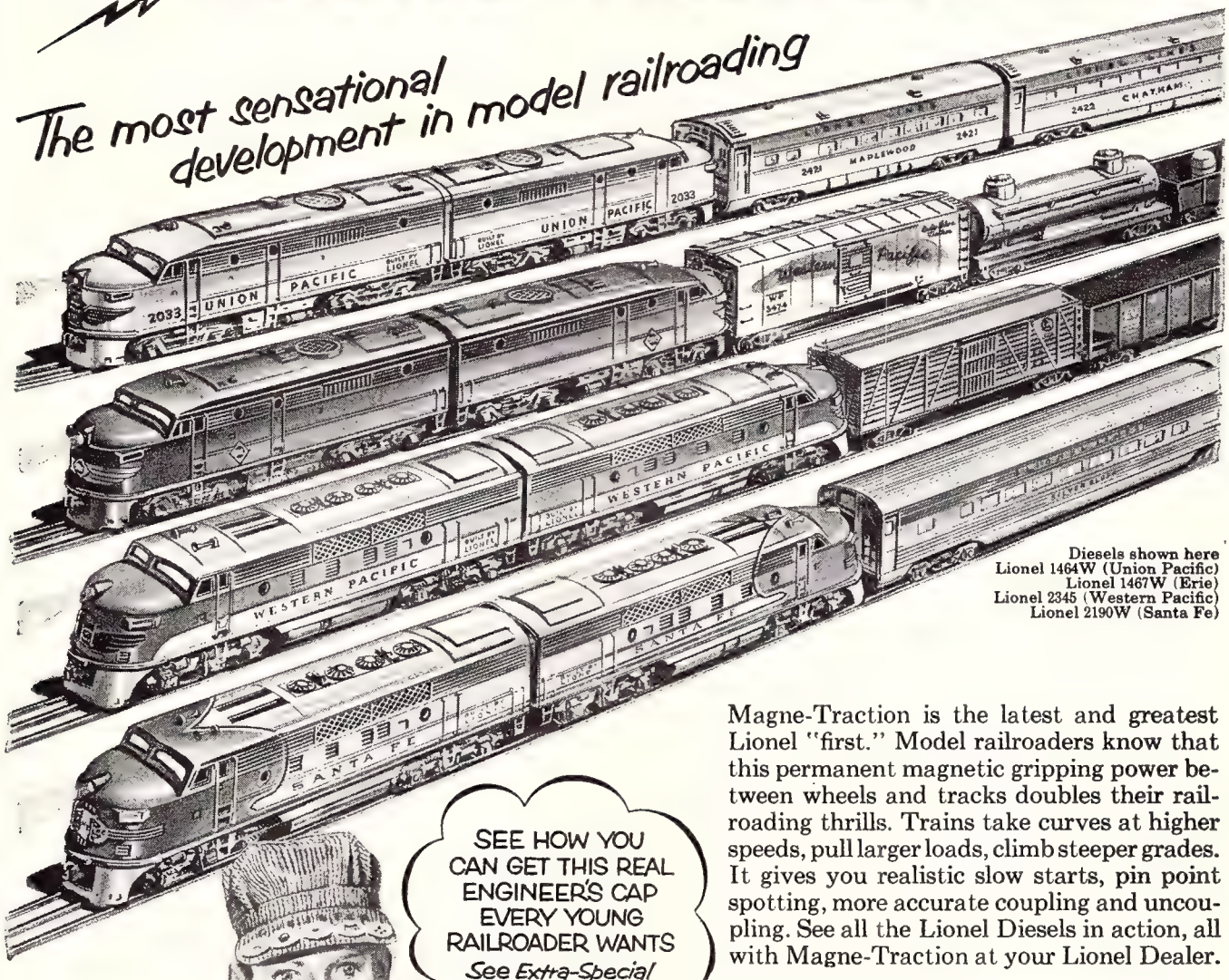

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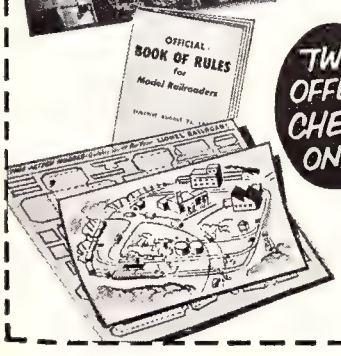

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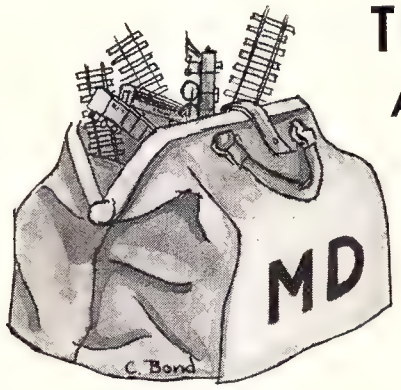

TROUBLE SHOOTING A MODEL RAILROAD

By Sam, the Trouble Man

All questions pertaining to model railroading will be answered through these pages or direct by mail by "Sam, The Trouble Man." Please include a stamped, addressed envelope with your question.

Double Track Spacing

● ***What is the name of the space between double tracks? Also, how wide should it be?*** ***—Norman Krauss, Jr.***

ANSWER: I have heard it called in trolley publications the "devil strip". And the English call it the "six foot way" although it is a little over eight feet. That's about the only names I'd ever heard to refer to the space, except maybe "the space between double tracks".

Actually the width of this space is not usually mentioned, but what is mentioned is the *center to center spacing* of the tracks. The space you mention can be calculated easily by subtracting the track gauge from the center to center distance. Center to center spacing in prototype operation is commonly 13 to 15 ft., although sometimes in yards it may be as close as twelve feet. Trolley lines may be even closer, because of narrow streets; hence the cars are narrower.

Center to center distance in TT gauge is commonly two inches (down to 1½″); in HO gauge, 2 inches (down to 1¾″); in S gauge 3 inches (down to 2½″); in O gauge 4″ down to 3¼″; in S gauge tinplate, 5″; and in O gauge tinplate from 7″ to 8″, depending on the arrangement of connecting switches.

Wheel Sideplay

● ***How do these tender trucks with eight or ten wheels get around curves since all wheels seem to have flanges?*** ***—Norman Krauss, Jr.***

ANSWER: The axles have quite a bit of sideplay so that they can move over, instead of slipping over the rail as flangeless *drivers* do. Another consideration is that real railroard curves are very gentle compared with our model ones. However modifications of prototype dimensions permit even model eight and ten wheel trucks to take moderate curves, at least down to 24″ radius in HO.

Locating Switch Machines

● ***In building a scale model railroad (HO), on which side of the switch should you put the switch machine? Also, which coil of the machine makes the track go curved or straight?*** ***—Fred Sweets***

ANSWER: You can put your switch machine on either side of the switch, above or below the table, and in fact if you mount it below you can put it directly under the switch. You can even mount it some little distance away and connect to the switch by a long rod. Which coil makes the switch turn straight or curved depends on which machine you have and how you mount it. For instance the coil that makes it go straight will also make it go curved if the machine is turned 180°. Just ground your two centerwires to the power supply, then *touch* a wire from the other power terminal to each of the other wires in turn. This will show you which way each coil throws.

Gaps and Feeders

● ***What happens if I do not put gaps and feeders where you show them on a plan? I ask this because I have moved them a little and the layout seems still to work?*** ***—S. T. Modell***

ANSWER: You can move gaps as you please, but not beyond a switch or beyond a feeder. It is often more convenient to put them at the end of a section of rail rather than cut it specially to get exactly where I draw them. You can move feeders as you please but not beyond a gap or across a switch. You can move a feeder past the outside of a switch so long as you keep to the *same continuous rail* (which may have rail joiners but may not cross a frog.) Even when a railroad is two-railed incorrectly it will often work at times, yet short out when certain switches are thrown. And by the way the two-railing shown in my plans is not the only way to do it, but is designed to suit the most people.

For Narrow Space

● ***I have been looking through back issues of RMC for a suitable small layout plan, but all are at least four feet wide. Since I have only 42″ for the width of my table, I am unable to use any of the layouts you have printed. Would you say 42″ is too narrow for a two-level layout?*** ***—Robert E. Beringer***

ANSWER: May 1952 RMC has an article on "Something Simple" which should give you some ideas. Almost any of these layouts could be adopted to 42″ width simply by reducing the radius of the curves. The radius of the largest curve on these small layouts is 2″ less than half the width of the table for HO. That would be 19″ for a 42″ width, or 18″ if you want to use commercial roadbed. It is a little narrow for a two level layout, but it has been done and can be done if you don't mind steep grades and sharp curves.

The Call Board

Sacramento, Calif. The Fall Meeting of the Pacific Coast Region of the NMRA will be held in this city, Nov. 7-9. Headquarters will be the Sacramento Hotel. Tentative plans call for open house of club and home layouts, railroad excursions, banquet, railroad speaker and films plus a business meeting. For further information or reservations, contact Garth Bertz, Secretary PCR, 4056 Loma Vista Ave., Oakland.

Paterson, N.J. Annual show of the Model Engineers Railroad Club of North Jersey will be held on the weekends of Nov. 21-23; 28-30 and Dec. 5-7. Hours will be from 7 to 10 p.m. on Fridays, Saturdays and Sundays from 2 till 10 pm. As in the past, the club promises a fine show of their operating O gauge, outside-third rail pike located at 35 Fair St.

York, Penna. The Miniature Railroad Club of York will stage its eighth annual show at its club rooms at 140 E. Clark Ave. on Nov. 29-30, Dec. 6-7, 13-14, 20-21. Saturday showings will be from 7 to 10 pm, Sundays from 2 till 5 and 7 to 10 pm. Special showing to visiting clubs on November 29-30.

Stamford, Conn. The Atlantic Trunk lines, O gauge road of the Stamford Conn. Model R.R. Club, will hold an exhibit on the weekends of October 31-Nov. 1, Nov. 7-8 and 14-15. Hours on Friday from 7 to 10 pm, Saturdays from 2:30 till 10 pm. The pike is located in St. John's Episcopal Church, corner of Main & Grove Sts.

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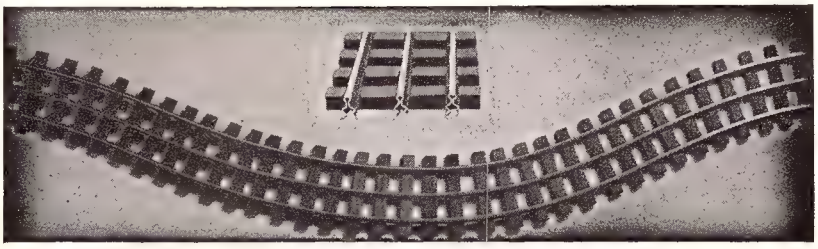

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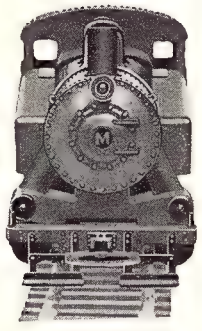

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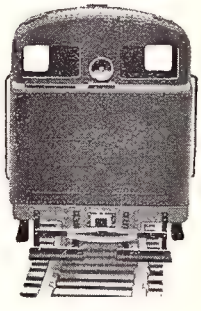

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"Off'n the Table Top"

News and Views of TT

By Glyn Lewis

THIS month along with a couple of gripes, some news, a little information and a couple of letters we have, as promised, another plan. This plan is for a car that is as interesting as it is simple to build. It's not a ten minute job (at least not for us) but an evening will see one completed. The materials can come from the "scrap box" except for trucks and couplers, or you can pick up the necessary wood at your hobby shop. Some 1/16th sq. 1/32nd x 1/16th strip wood will do the job. If you want a fast neat job use Northeastern's scribed wood for the floor but if you're a detail hound, use strip wood. This car, 33 feet long, is an "old timer" and a string of them would look great behind an old wood burner; but if you don't operate 1880 stuff, well, do like we do. Build a couple of them for maintenance-of-way cars. The grab irons can be staples or bent wire, the coupler pockets can be made of wood or wire. The size is dependent on the type of coupler used. May we suggest "Gandy Dancer" Arch Bar trucks? These have the right "antique flavor" and add the weight necessary to insure smooth rolling. . . . Next month, another plan in TT.

Now the gripes. First, we love dealers, in fact some of our best friends are dealers . . . but . . . Puleeze Mr. Dealer, quit that old wheeze about "Nuthin' available in TT . . . can I interest you in a half inch scale live steamer" . . . When they ask for TT, darn it they want TT! Don't try to cover up your bad ordering. Locos, cars, rail, roadbed, castings, trucks, couplers, wheels, buildings etc. are *All Available*. Next gripe, a recently published guide to Model Railroading ($2 a copy) gives a decent amount of space to TT, also some nice photos but gets way off the beam in the text, for example "TT is not a super-detail gauge." Then they show a pix of a "scratch built" Hudson that's loaded with detail! But where they really go astray is in the track section. Minimum radius . . . 2-6-2 18" . . . 4-8-4 18" . . . 4-4-2 10" and lots more. They may be right but don't tell our 2-6-2, it's been running around 9 and 10" radii for years!

New and AVAILABLE

From "Gandy Dancer" 61 Highgate Terrace, W. Englewood, N.J. 3 new types of trucks, Symington Freight, $1.00 a pair . . . 4 Wheel Passenger, $1.00 a pair . . . 4 wheel Caboose "Bobber," $1.00 each. These trucks are all cast type metal, have good detail and give the weight needed for troublefree operation. Also from "Gandy Dancer." The 90 ton B. & L.E. hopper, an interesting car and the first of its type in TT, price $1.10. Next month news from "GD" on Express Reefers.

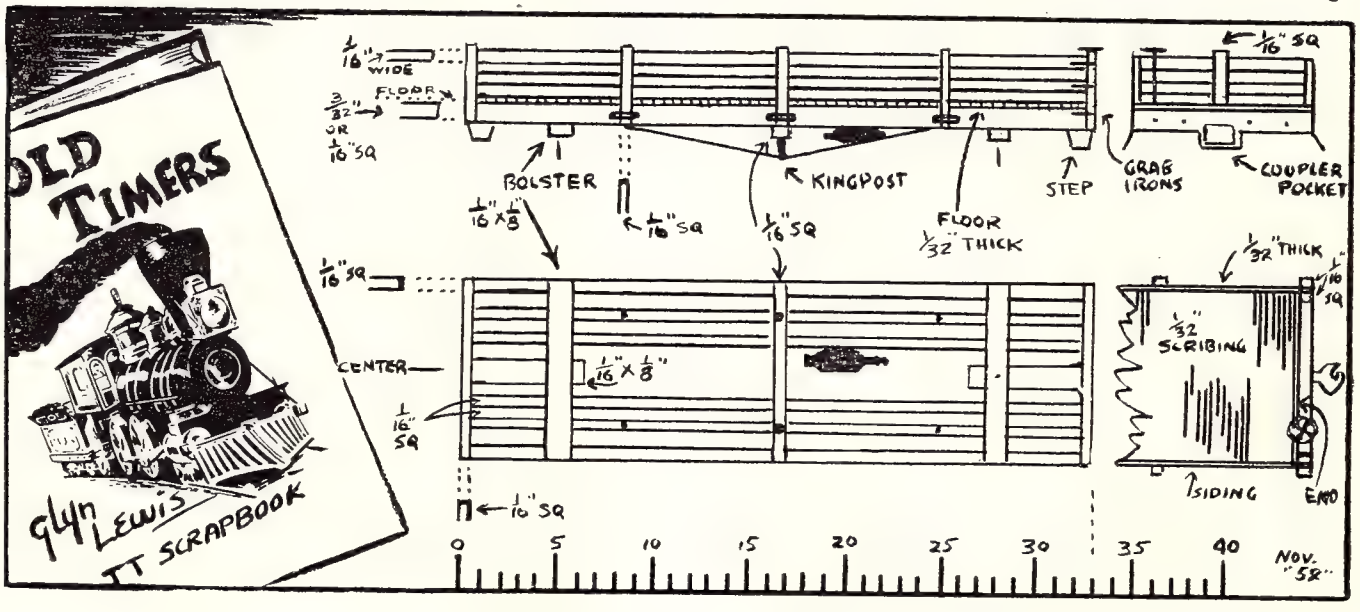
E. S. Nielsen 509 5th Ave., New York 17, N.Y. has entered the TT field with an extensive line of castings. His ad last month told you of the first ten, and a new item is promised each month, so watch the ads! Nielsen seems to be loaded with ideas and is trying to give you what you want, to this end Erik will be happy to hear from you. The castings include box car and reefer ends in several styles, doors, underframes, reefer hatches with (Attention HO and O gaugers) *Working* hatch! On ends, ladders and grab irons are cast in *one piece*, completely undercut! Nielsen's battle cry this month is "No more dress snaps." In other words, real brake wheels cast on the brake staff. Also promised in a few months, car kits, with over a dozen castings, printed, painted, wood sides less trucks and couplers about $2.00. The signals, semaphore and bullseye are well detailed (Non working), the first in TT.

On the rail situation, H. P. announces available, a good supply of the standard brass rail, with fiber road bed, also the new nickel silver 70 lb scale rail. "Gandy Dancer" has all the nickel silver rail and fiber tie strip you can use. Rail bundle of 12 rails, 18 feet at $1.50 or large bundles 99 feet $5.95. Fiber tie strip in 50 foot rolls $1.98. 100 feet $3.95.

The authors old-time gondola as built up in TT gauge

Tips of the Month

- As a study in contrast, add a few European cars to your layout. Of especial interest are private owner cars for the big oil companies such as Esso and Shell.
- Cast freight car parts can also be used on model buildings. As an example, there are small windows, doors, bells for churches, ladders, lanterns, and railings.



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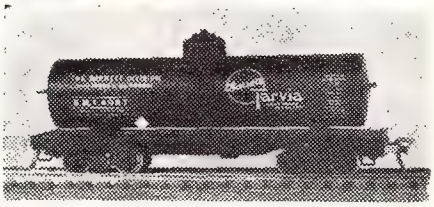

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The Layout Doctor

(*Continued from page 27*)

tea kettle, which is always around, must do the job.

Here's my idea of how to do it, with the aid of an idler car equipped with narrow gauge trucks, which is kept coupled to the engine. First the empties are picked up ahead of the engine on one of the yard tracks and shoved down just past the #3 switch at left end of the track, keeping another standard gauge empty between the idler car and the required empty for a spacer.

Then the narrow gauge engine, with its idler, pulls back through the yard track, dropping the spacer empty, and runs into the double gauge siding of the ore processing plant, and pushes the loaded car down against the empty just past the #3 switch at left. The two cars must clear the switch.

The engine and idler then come back to the right end of the yard, run through the yard track again, picking up the empty spacer car (standard gauge), stop, pick up the loaded car, back through the yard track and drop the loaded car and the spacer.

Engine and idler then run through the ore plant siding again, pick up the empty by the #3 switch, and pull it back to the ore processing plant to be loaded with concentrate. These maneuvers of course leave cars sitting on the crossing at times, but if the Safety Inspector comes around you can always push them just beyond the crossing and use another spacer car in the work.

Ideal equipment for this NG line would be about as follows: a 2-8-0 for mixed traffic; eight to ten gondolas; one flat; two box; one caboose (which will only get in the way); one or two passenger cars. Later a rail bus or galloping goose could be added for times when passenger traffic is not heavy enough for the steam engine. The standard gauge line would have one engine, a mogul or a diesel road switcher, five or six hopper cars, a few box and other cars, a caboose, and one open end combine. Many more cars than these or *any* more pieces of motive power would clog up the trackage.

The detail of the double gauged switches at the crossing shows all gaps needed there, except those in the crossing which should be made fully insulated —that is, with all frogs dead. The SPDT toggle is required so that the one short section of rail may b. controlled either by the narrow gauge controls (section C), or by the standard gauge controls (section A), depending on which gauge engine had to go over the switches. Section B forms the leg stretching oval for the narrow gauge trains. Ideally there should be separate power packs for each gauge, but one of adequate capacity (2 to 3 amps.) could be wired through three sets of reverse switches and rheostats to control the whole railroad.

• Tiny wooden beads, painted orange, and laid in the fields near a farm, along with bits of green lichen, will look very much like pumpkins.

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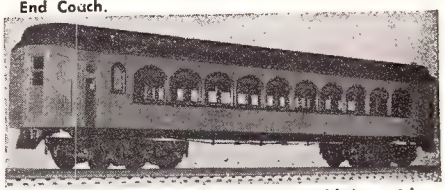

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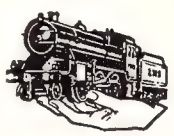
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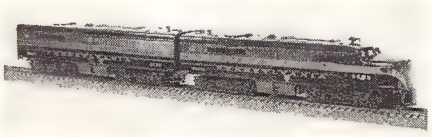


turned brass wheels, reversing rectifier, coupler pocket, weight, rubber diaphragm, decals, and complete instructions. No power tools are needed although a large pin vise or small hand drill, screwdriver, small vise, and small soldering iron are. A photo shows the conversion of a double unit Alco diesel to scale with Pennsylvania lettering applied. Produced by: Nimco Model Railroad Supplies.

New Mantua Catalog

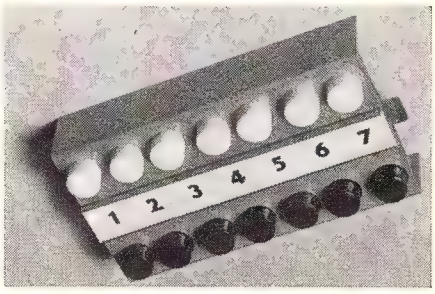
Mantua's Cyclopedia is the type of catalog that model rails will drool over. The 72 magazine-size pages in their loose leaf binder cover completely the entire Mantua line, including locomotives, cars, bridges, track, and other accessories. The book also has a chapter on "That Railroad of Yours" by Eric LaNal and also lists the replacement parts for every Mantua engine, should they ever be needed.

Watermelon Car

Carry your O gauge watermelons in this wooden watermelon car. The model has two sets of doors for either fruit or other ladings. Construction appears good, with all necessary hardware of the "attach with escutcheon pins" type included. Lettering is with decals. Produced by All-Nation Hobby Shop.

Pushbutton Controls

Pushbutton Switch Control unit produced by Tower Engineering, is exceptionally compact and well made, measuring a bare 2" x 3½" with buttons to control 7 switches. 14 buttons are mounted on each unit, 2 for each switch. These buttons cannot be caught under the gray finished steel case as may happen to ordinary house bells. The method of providing positive contact is foolproof with large phosphor bronze contacts assuring good operation. A number strip from 1 through 21 is provided with each case and these may be slipped into the special holder provided. Each unit comes complete with simple wiring instructions, mounting screws, and a handy plastic case with hinged cover, just the thing for small parts.



After testing in the RMC lab, we found the unit foolproof except for the fact that no provision is made to indicate which way a switch is set as a train approaches so that switches on larger lines should be equipped with some sort of stand indicating the direction of the switch and should be visible to the operator. Otherwise a very good buy.

HO Enginehouse

A 2 Stall Enginehouse in HO gauge featuring corrugated metal sides and roof is now being released to hobby shops by E. Suydam & Co. The structure measures 5⅜" by 15 inches and will take most of the steam locomotives used by HO gaugers except for the Bowser articulated. With the large tender, the articulated sticks out the door some 2 inches (A wooden or corrugated extension could be built out either the rear or front end if

desired). This structure could also double as a car barn or car repair shop, with but minor alterations. Diesels may also be used in this structure but would have to be limited to 2 or possibly 3 units in length.

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Volts A. C. Input	110	110	110	110	110	110	110	110	110	110
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The above Powerpacks constitute only a few of Scintilla's model railroad power products. At your dealer's you will also find the three-control Block Kit, two sizes of Directifiers, selenium rectifiers of many capacities, speed controls, model railroaders' electrical hardware assortments, circuit breakers, switches, panel lights and transformers. Ask him for Scintilla's 1952 illustrated brochure or send for your copy direct, if your dealer is short.

Scintilla products are factory guaranteed.

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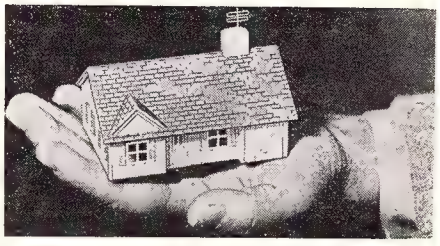
General Models Line

O gaugers will be happy to hear that the bulk of the old General Models line is once again available, not only by mail, but through local hobby shops as well. Included in the line is a brand new 600 h.p. diesel switcher companion to the ever popular F-3 and 1000 h.p. diesel switcher. Construction is of finely detailed zamac die castings. The kit is available as a dummy, 4 or 8 wheels powered and can also be had with fluid drive. Other variations include AC or DC motors, scale or tinplate.

Plastic HO Structures



A colorful, realistic small-town setting is now available in HO gauge through a series of kits known as "Matchbox Village," produced by Beemak Plastics of Los Angeles. A cottage (shown) and a two story colonial home are already available and a theatre, gas station, drug-store, steepled church and town hall will soon be at hobby shops throughout the country. Basic material is a tough plastic which is elaborately detailed. No tools are required for assembly; a flick of the finger snaps the slotted corners of roof and wall sections together. Doors and windows snap into place and finger-nail polish will firmly cement the units together.

HO Traction Couplers

"Shur Grip" Tomlinson working couplers in HO are now available separately for tractioneers. These are the working couplers that were introduced on the Indiana RR interurban. Manufactured by: Pennsylvania Scale Models.

Tip of the Month

● Spider webs, if carefully picked and the loose edges knotted, make excellent lace tablecovers for S or O gauge scale dining room tables!

queen of 'em all — INDIANA LIGHTWEIGHT

An authentic interurban that made electric railroading famous

An all-metal HO traction kit with perfectly detailed, one-piece die-cast body including full under-floor detail and spoked pilot! A complete kit from trolley shoe to rail head; includes especially designed motor, authentic scale trucks insulated for 2-rail or overhead operation and couplers that really work! Engineered to give years of satisfactory service. It's the best $22.50 investment you can make.

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"SWAPPERS COLUMN"

RMC Feature #4, a free trading service open to all readers. Non-commercial items sent to the "Trading Post" are published free and in good faith. Railroad Model Craftsman can assume no responsibility for differences occurring between reader and advertiser. Make sure you fully understand all details of trades before concluding negotiations. Items submitted to this column must be kept short, printed clearly with your name and address. Abbreviate where possible. Send your ads to: Trading Post, Railroad Model Craftsman, Ramsey, N. J.

USED MECCANO SET with two electric motors. Will sell or trade for HO or TT gauge equipment. Preferably TT. S. Holaduke, 5847 Fourth Ave., Montreal 36, P.Q., Canada.

WILL TRADE 3¼x4¼ view camera—5" f6.3 lens; Ansco f4.5 speedex; "S" gauge cars and kits for HO locos. Write C. Ackermann, R.D. 2, Johnson City, New York.

HAVE: Bowser Mountain with tender, all Brass castings, still in kit form never touched. Was received as gift and is too large for my railroad. Will trade for two smaller used locos. Would like Varney "Casey Jones" and English Pacific. What have you? M/Sgt. R. V. Donaldson, Box 274 Hq. TTAF, Gulfport, Miss.

WANTED: 1940-41 Model Builder Lionel loco-scope, perfect cond. B. Hoeffien, 230 Spencer Ave., East Greenwich, R. I.

WANTED: Buddy "L" outdoor track and couplers; other Buddy "L" equipment. Frederic Carroll, 834 Peninsula Blvd., Woodmere, N. Y.

WANTED TO BUY: Copies sequence roll signs N.Y.C. only. Blueprints and plans of Trolley, subway and elevated cars. Manufacturers' Catalogs of trolley, subway and elevated cars. Write first—state price. Please do not phone. Joseph A. Schneider, 2701 Valentine Ave., New York 58, N. Y.

WANTED: Hobbies, Inc. Alco Pass. diesel or Lawrence GP-7. I have Penn Line 4-4-2, super-detailed, semi-streamlines; or will pay cash. D. R. Christiansen, 6518 W. Chambers St., Milwaukee 10, Wisc.

WANTED: Lionel, American Flyer, Ives and Dorfan catalogs. Have excess catalogs to trade. Also need Gar Graves three rail tracks. James Gallo 491 Carroll St., Brooklyn, N. Y.

WANTED: American Flyer catalogs and Lionel Magazines. Have late Lionel locos and accessories. Vincent Finamore, 168 21st St., Brooklyn, New York.

WANTED: Lionel 072 solid and tubular cars, tracks, switches and locomotives and Lionel catalogs 1933 to 1939. Have Locos 763, 773, and other items. Joseph Critelli, 211 8th Ave., Brooklyn, N. Y.

WANTED: Lionel, American Flyer, Dorfan and Ives catalogs, Lionel magazines and Lionel 1942 navigation instruments wartime catalog and any reading material by Lionel. Have duplicate catalogs and 072 Lionel items to trade or will pay cast. Julius V. Raiola, 233 5th Ave., Brooklyn 15, N. Y.

MUST DISPOSE OF FOLLOWING: HO kits—Bowser articulated, Roundhouse switcher, Mantua Mikado, Lindsay Diesel A unit dual drive and Dummy B, Yardbird, Hobbytown A unit with Lindsay 6 wheel power, Colliers G-G-1, Baker motor unit, motor, etc. All new in kit form. "O" gauge—$60.00 miscellaneous kits, etc. Best offer takes. Lionel Locos #2420, #3454, #6520, #2257, #6462, #3464, #3462, #364. Want: Better grade U.S. mint stamps, foreign stamps. 8mm camera and projector, guns, or best cash offers, or?? LOIDOLT, 3833 Ridgeland, Berwyn, Illinois.

BACK ISSUES OF RMC AND MR. Send list of your needs. Also new Lindsay HO Alco dual drive diesel kit $25. and International Atlantic $7.50. Walter H. Unrah, Box 1411, Denver 1, Colo.

WANTED: Nason OO gauge 2-8-0 Consol. chassis complete, but without 6 volt motor. Interested in On3 equip. N. W. Sharpe, 63 Eppirt St. East Orange, N. J.

FOR SALE: Lionel Standard Gauge Cars & Track. #390 2-4-2 Engine & Tndr. (missing reversing unit) #'s 424 & 425 Pullmans, #426 Observation, 1 Pr. #233 switches, #219 operating derrick car, #512 Gondola, #61 Street light, 15 pcs. of strt. track, 16 pcs curved trk. Condition of all equipment fair. Best offer takes lot. R. Wyndrum, Jr. 198 Wellington Rd. Garden City, L. I. N. Y.

WANTED: RMC July 43, May 40, Apr thru Nov. 37, MR. All 1935, 36, 37, 38 issues, Trains Apl May Aug Sept 40 MB Sept Nov 47. D. J. Nov Dec. 40, thru Nov 1941. Jan thru May. July, Aug Sept 1942, Model RR Digest Jan Sept 40 Min RR Jan Mar May July 39 Jan Williams III, Box 154 Richmond, Ky.

FOR SALE: Lionel old type dumping car, damaged operating lumber car. Will sell cheap. Also 2 "O" passenger cars, couplers, match Lionel. James Blake, Hotel Liberty, St. George, Utah.

WILL SWAP an US and foreign stamp collection, valued at about $12 for any HO items. Best offer takes. James Timchak, 424 Sussex St., Paterson, N. J.

TRADE: 1 Lionel-Hudson with whistle tender—detailed; 1 box car; 1 hopper car; 1 tank car; 1 caboose; 1 scale-craft, tank car; 1 30 ft. streamliner-coach; 1 65 ft. streamliner coach; 31 section tract; 1 whistle controller. Will trade for best offer in O gauge scale. Ralph Hoffner, 158 Chestnut St., Red Bank, N. J.

WILL SWAP: Track and Layout and Model Railroad Handbook for eight pairs Mantua freight couplers, or two Atlas or E & H #4 brass turnouts. Want to buy Mini-Pike instruction book. Write Harlan K. Lane, 119 Broadview Ave., Kingsport, Tenn.

BEST OFFER TAKES: Varney A or B unit, both powered; Crescent A unit body only. John P. Hoschek, Jr., 2572 S. Broad St. Trenton 10, N. J.

FOR SALE OR TRADE: Send stamps for listing. Collector unloading duplicates in "O" gauge. Standard gauge #1 gauge, Lionel, American Flyer, Ives, Bing, Marklan, Darfan, and many others. Prices reasonable, or will trade for old Foreign or American Trains. D. L. Bourner, 2838 Darwin Court, St. Louis County 21, Mo.

FOR TRADE OR SALE: Small series Lionel Standard gauge equipment George A. Miller, 3129 Chatham Rd., Endwell, New York.

DIESELIZING YARD OPERATIONS. WOULD LIKE TO TRADE HO Mantua Shifter, one year old and in good operating condition. for diesel switcher of like age and quality. State details for prompt reply. M. Loncasty, RD 2, Macedon, N. Y.

TRADE: Different foreign stamps for HO equipment. Send list of countries wanted and what have to offer. R. Warren, 15 Hamblen St., Lexington, Mass.

FOR TRADE OR SALE: $75 worth HO, $50 cash or trade for "O" or "O27" tinplate, locos and transformer only. To be sold or swapped as one package only. Send for list. L. W. Helsley, Germantown, New York.

LIONEL DIESELS, UNION PACIFIC, G M Switcher freight and passenger cars. Wrecking cranes, tracks switches and transformer. Will trade for anything in HO. William Shlapack, 1513 Maple Drive, Lorain, Ohio.

WILL TRADE OR SELL odds & ends still left from HO railroad: Trucks (many types & makes), couplers (various), Picard basic kits, numerous small parts, used built-up cars (fair to well-done jobs), 1 5-pole Varney Dockside. Have converted to S gauge tinplate & can use almost anything. What's your need and your offer? Robert H. Schmidt, 1949 Lehigh St., Easton, Pa.

HAVE SLIGHTLY USED Varney 4-6-0 "Casey Jones"; Scintilla 1 amp. power pack; some Ske-mat-ic switch machine controllers. Want powered diesel units, "A" or "B", or best cash offer. Ed. Strahl, 69-18 65th St., Glendale 27, L. I., N. Y.

HAVE Lionel standard gauge outfit #347 consisting of 8L loco. 337 & 338 coaches. All have original olive paint. 8 curved & 4 straight sections of track. Sell or trade for O & O-27 rolling stock or Lionel knuckle coupler trucks. James Mose, Box 131, Sharpsburg, Md.

WANTED TO TRADE Yard Bird in good condition for Lindsay stubby in running order, will add one Roundhouse caboose plus two Ulrich cars to boot, one flat and one hopper. Have assorted HO cars in excellent shape, never run, fine craftsmanship for sale or in exchange of truss rod sets and arch bar trucks. Will trade or sell Mantua O-4-O switcher with valve gear and $4 worth of added detail for $20 or make me an offer. It must be old time and in kit form. Write for list. Kenneth Schmelzer, General Delivery, Issoquoh, Washington.

FOR SWAP OR SALE: Large American Flyer train set worth over $100. Will trade for HO or sell very reasonably, whole or part. Harold Peterson, 1078 Thorndale Ave., Chicago 40, Illinois.

3—30V A.C., 12V 15 A. DC x FMR-Rect. Unit, DC 60 Pittman motor, 2 pr. Mantua 63" HO (scale) drivers with worm & gear plus cyl block, 1 interlocking system with 8 relays, all wired—for turnout, 1 O-30r DC metr & 1 O-15 A.D.C. Ammeter plus 1 doz. SPDT bat handle toggles, many misc. relays & rotary sw. mach., plus wiring extras and 30V 1.5S rectifier etc. Sell for $50 cash or trade for good guns. Richard Viekman, West Gardiner, Maine.

FOR SALE: Lionel O gauge trains, cars, switches, track, and accessories. All in perfect condition. Send for list. Edward Dudzik, Jr., 11148 Greenbav Ave., Chicago 17, Ill.

BOUGHT TOO MANY SWITCHES. WILL SELL five brand new Atlas HO #6 Switch kits for $5. Mark Wagner, 430 Lafayette Ave., Urbana, Ohio.

BACK ISSUES OF MODEL CRAFTSMAN—Volumes II, 1933, thru Volume VIII, 1940. Missing Vol. II No. 3 and Vol VII No. 2, all other volumes complete and all in excellent condition. Sell in volume sets only. L. Garby, 1920 Scottwood, Ann Arbor, Mich.

AM CONVERTING A LIONEL 2-6-4 (1938) to a 4-6-4 and need an extra pilot truck. Who can help me? Bob Haley, Jr., 1841 N. Adams St. South Bend 28, Indiana.

I'M BUILDING AN O GAUGE 2-6-2 and need certain superstructure castings. Also need some brass, ¼" x 2". L. W. Sweetland, 323 Matthews, San Antonio, Texas.

WILL SELL American Flyer HO 4-6-4 Loco, new $22.95, HO 135 Coach, good $3.95, HO-127 Gondola, new, $2.00, HO-124 Reefer, new $2.65 or all for $30. N. F. Ford, 8032 Elberon Ave. Philadelphia 11, Penna.

FOR SALE: Large Lionel 027 layout, excellent condition, not over three years old. Worth $250. Send name for list. Philip Syler, 12463 Lake Point Pass, Belleville, Mich.

CHANGING GAUGE G.M.C. 10-wheeler, Athearn 50' K.C.S. Auto. Car. Best offer. Want Lionel '38, '39, '40, '41 catalogs. George Werner, 1211 Melbourne, Houston 22, Texas.

HELP WANTED

WANTED: All around train man for the Hobby House, 800 Huron Road, Cleveland, Ohio.

MAN TO EARN $90 WEEK UP. Long needed invention. Advertised Post, Colliers, Country Gentlemen? Prospects everywhere. Full or part time. Exclusive. No investment. Free Samples. Write Red Comet, Inc., Dept. 42-C, Littletown, Colorado.

FOR SALE

FOR SALE: One AF #5012T S gauge switcher set complete w/transformer. Ran only about 8 hours. First $28.00 takes. Keith S. Jackson. 431 N. Yale, Wichita, Kansas.

FOR SALE: EARLY IRON WHEELED IVES #3252 locomotive. New, unpacked in carton. Want Lionel 1919 catalogue or offer? Dr. Kowall, 1846 Cullerton, Chicago.

MODEL CRAFTSMAN, RAILROAD STORIES, Model Railroader, Trains, foreign magazines. Books. Toy Cars. Send want list. Moran, 3629 Oxford, Riverdale, N. Y.

BUY NOW, PAY LATER, NO EXTRA CHARGES. Any locos, cars, track, etc.—20% down, 6 months to pay balance. Just send order with down payment and two business references. Minimum order $10. R. McMinis, 221 Ralph St., Belleville, N. J.

RAILROAD MODEL CRAFTSMAN LAYOUT #1 or similar small layouts built to order for hobby or exposition purposes. Write your wants in detail for f.o.b. price. William Schopp, 445 S. Logan Ave., Trenton 9, N. J.

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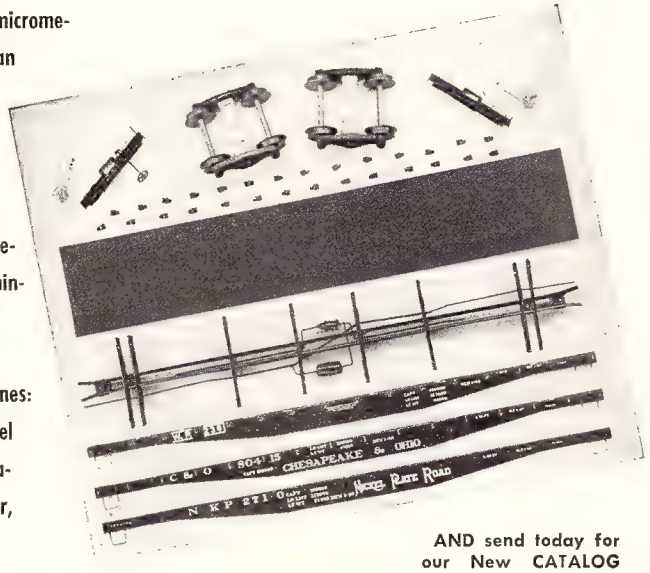

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About the Blueprints

Plans for the tank car, featured in this month's blueprint, are shown full size for O gauge. As the prototype was built to several different sizes, the dimensions shown below can be used to build three different scale models. Outside of the dimensions listed, all specifications and details remain the same.

A 31'9" for 6050 Gal. Tank
A 35'9" for 8050 Gal. Tank
A 35'9" for 10050 Gal. Tank
B 28'9¼" for 6050 Gal. Tank
B 33' 1 1/16" for 8050 Gal. Tank
B 32'11" for 10050 Gal. Tank
C 27'8¼" for 6050 Gal. Tank
C 31'10¼" for 8050 Gal. Tank
C 31'4¾" for 10050 Gal. Tank
D 12'4¾" for 6050 Gal. Tank
D 13' 1 7/16" for 8050 Gal. Tank
D 14'6⅛" for 10050 Gal. Tank

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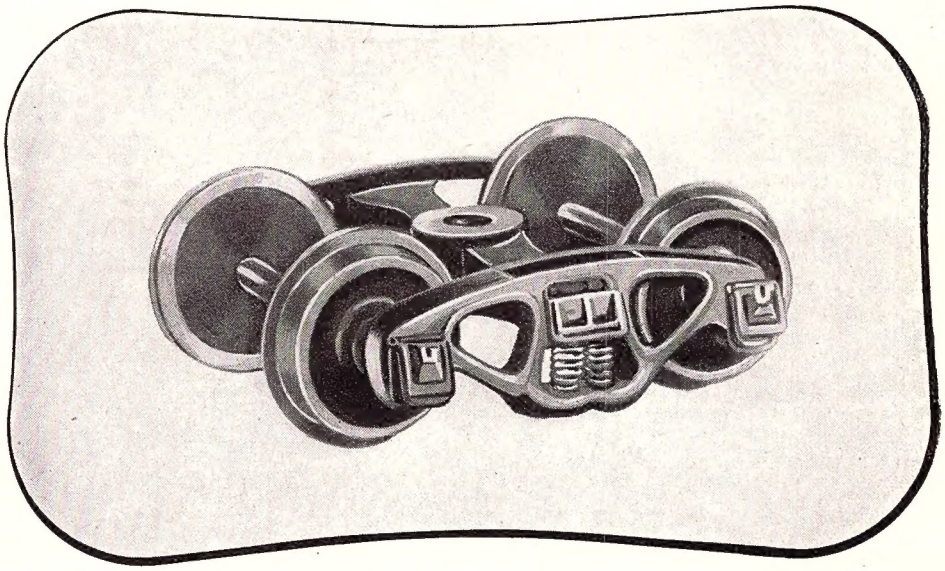

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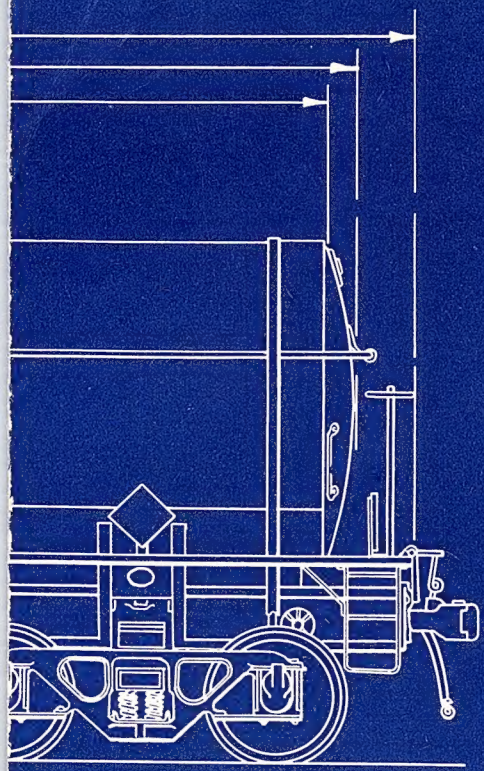

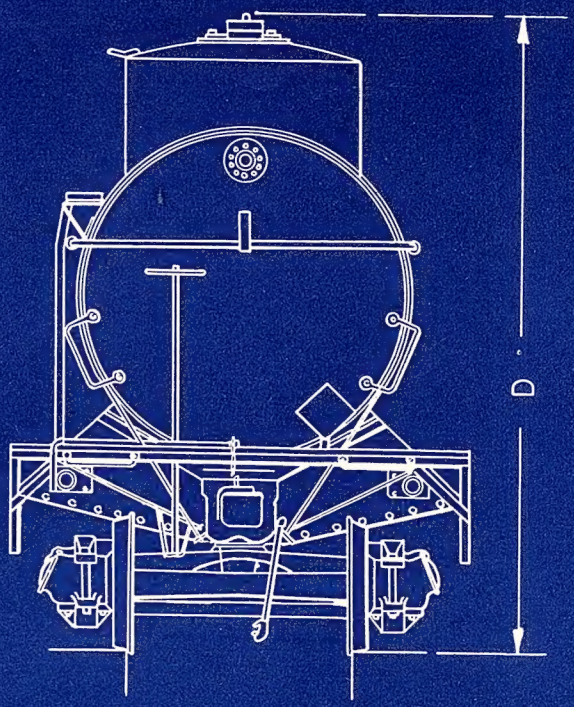

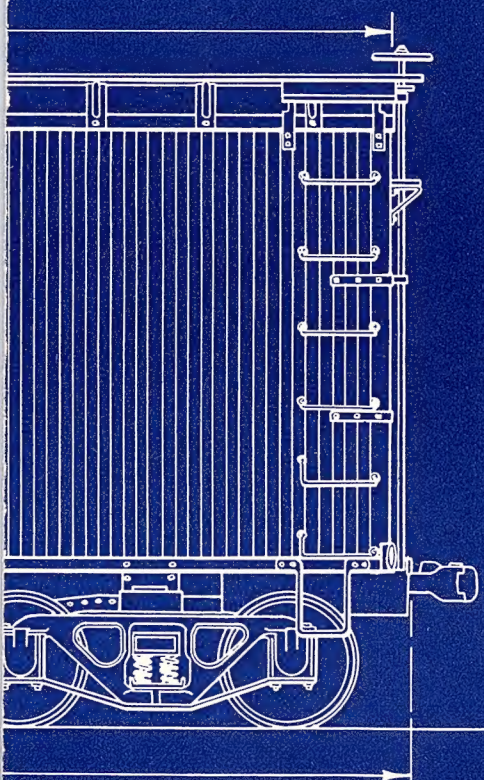

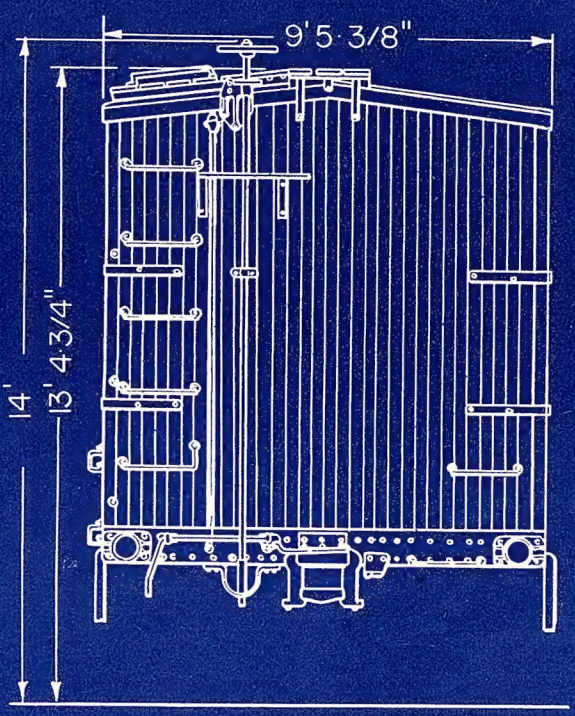

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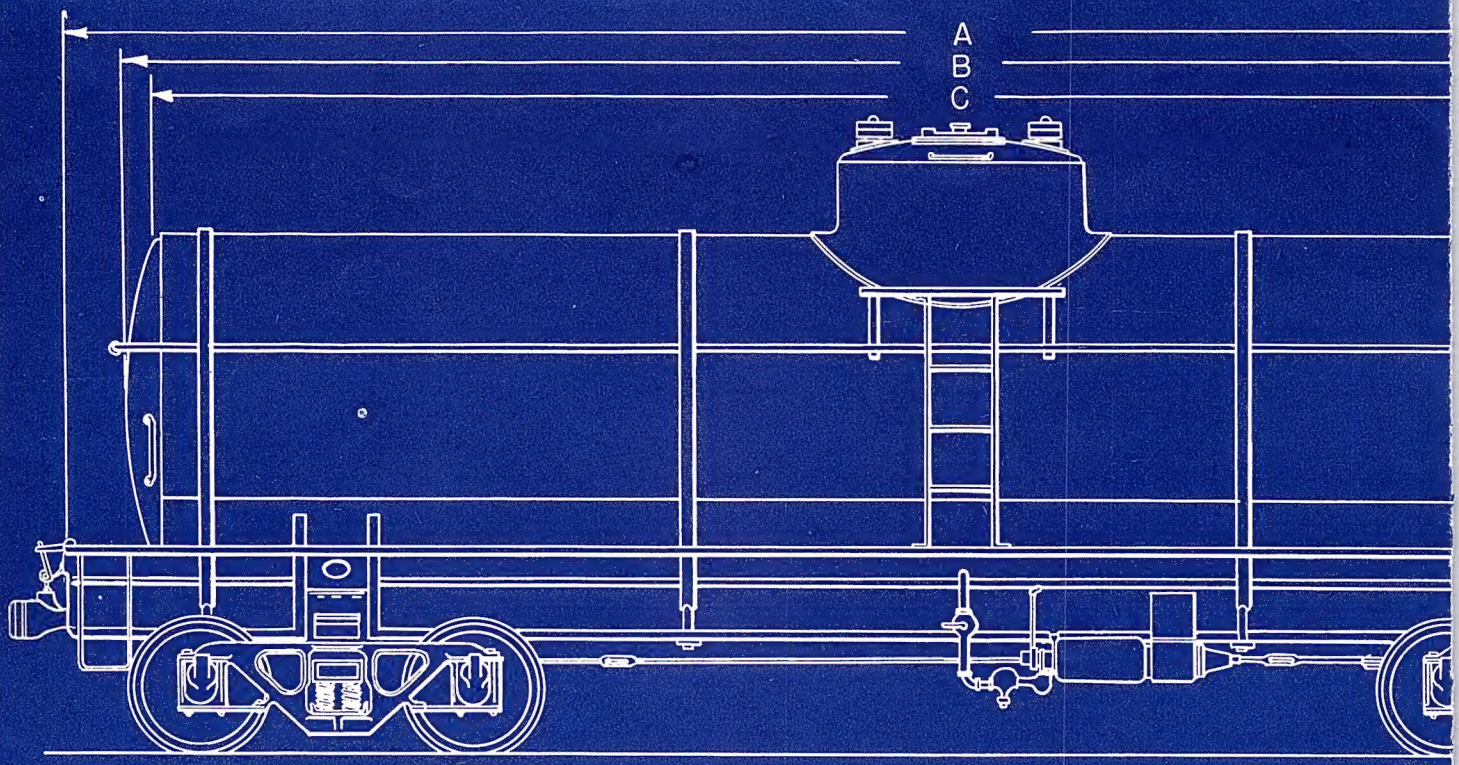

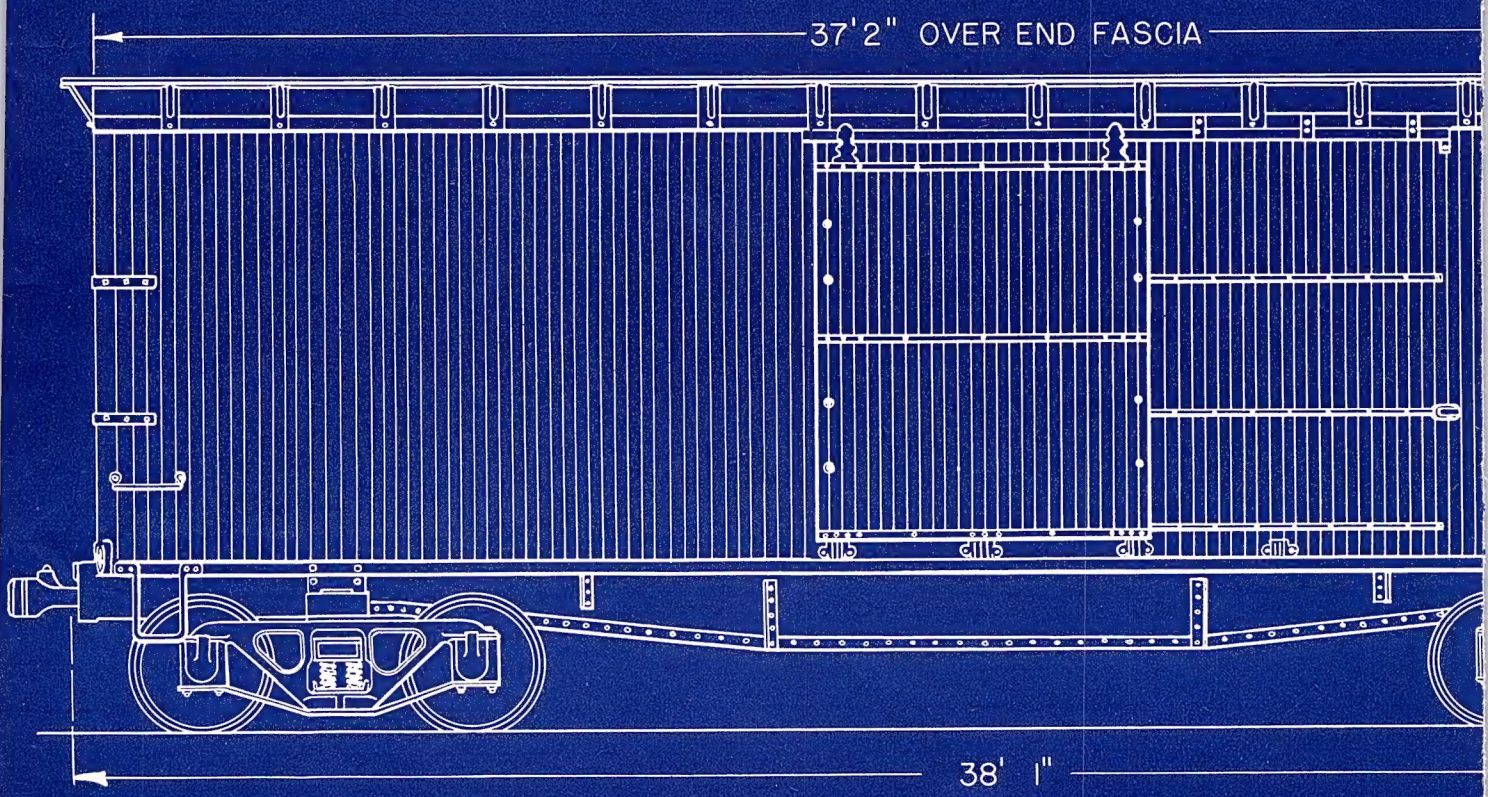

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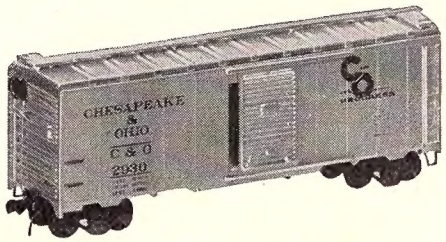

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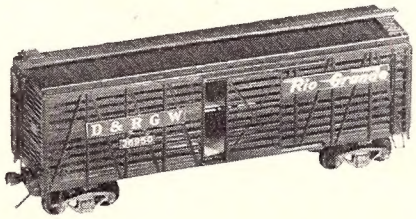

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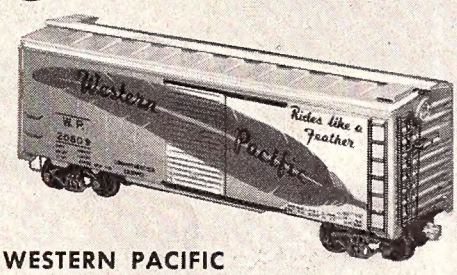

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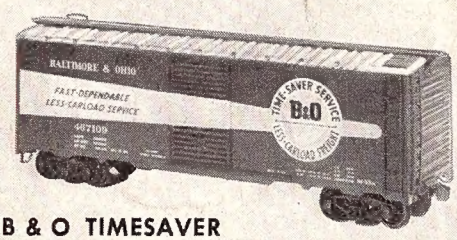
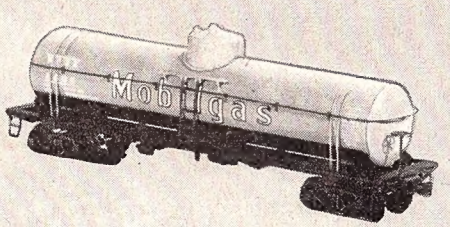
Equip your layout with rolling stock you can point to with pride.



B & O TIMESAVER
HO $2.95 $5.00



MOBILGAS TANK
HO $2.50

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